



**Northwest Boise**

# NEIGHBORHOOD WALKING AND BIKING PLAN



OCTOBER 2015

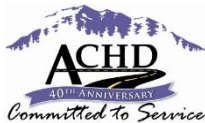
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## Northwest Boise

# NEIGHBORHOOD WALKING AND BIKING PLAN

The Northwest Boise Neighborhood Walking and Biking Plan was a collaborative effort between the Ada County Highway District (ACHD) and the City of Boise with assistance from J-U-B ENGINEERS, Inc. Valuable input was contributed to this plan by neighborhood residents and the general public.

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## ACRONYMS

<b>ACHD</b>	Ada County Highway District
<b>ADA</b>	Americans with Disabilities Act
<b>CIM</b>	Communities in Motion
<b>CIP</b>	Capital Improvement Plan
<b>COMPASS</b>	Community Planning Association of Southwest Idaho
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>IFYWP</b>	Integrated Five Year Work Program
<b>ITD</b>	Idaho Transportation Department
<b>ITS</b>	Intelligent Transportation Systems Program
<b>NRG</b>	Neighborhood Reinvestment Grant
<b>NWFTS</b>	Northwest Foothills Transportation Study
<b>PBTP</b>	Pedestrian-Bicycle Transition Plan
<b>PIM</b>	Public Involvement Meeting
<b>RTP</b>	Recreational Trails Program
<b>STP</b>	Surface Transportation Program
<b>TAP</b>	Transportation Alternatives Program
<b>TLIP</b>	Transportation and Land Use Integration Plan
<b>TTOP</b>	Transit and Traffic Operation Plan
<b>VRT</b>	Valley Regional Transit





## 1.INTRODUCTION

### *What is the Northwest Boise Walking and Biking Plan?*

This section explains the purpose, goals and objectives, how the Northwest Boise Walking and Biking Plan can be used, and the planning area. ACHD serves many different cities and neighborhoods in Ada County. In order to create effective pedestrian and bicycle neighborhood plans, ACHD focuses on specific areas to meet neighborhood needs. **The Northwest Boise Walking and Biking Plan identifies future pedestrian and bicycle projects within the neighborhood.** Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

*This Plan builds upon ACHD's adopted policy framework planning documents including:*

- Pedestrian-Bicycle Transition Plan (PBTP) (2005)
- Roadways to Bikeways Plan (2009)
- Complete Streets Policy (2009)

## Purpose

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The purpose of this Plan is to identify bicycle and pedestrian needs within the Northwest Boise neighborhood area.

*In order to fulfill the Plan's purpose, the Northwest Boise Walking and Biking Plan includes the following elements:*

- **Existing Plan and Policy Review** – outlines regional, higher-level plans that overlap with and are adjacent to the planning area
- **Existing Conditions** – identifies key missing bicycle and pedestrian facility links and bike/pedestrian count data
- **Land Use, Growth and Demographics** – summarizes current and future land use and population; evaluates undeveloped areas and employment
- **Needs Analysis** – analyzes bicycle and pedestrian barriers, crash data and attractors
- **Public Input** – describes public participation efforts and input received from neighborhood residents and stakeholders
- **Recommended Projects** – lists pedestrian and bicycle projects based on existing conditions and public input
- **Implementation, Funding, and Action Strategy** – identifies current practice in programming projects, grant programs and an action strategy

## Goals and Objectives

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This Plan was developed with input from neighborhood residents and stakeholders.

*All of the plan's recommendations are designed to meet the following goals and objectives:*

- Increase the safety and convenience of walking and bicycling
- Improve facilities to meet the needs of people from all age groups
- Enhance mobility to meet accessibility standards
- Create economic development opportunities and enrich the walking and bicycling environment to attract visitors

## How Citizens Can Use This Plan

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*This Plan provides the following for citizens of the Northwest Boise Neighborhood area:*

- Educates residents about the existing network
- Promotes a common understanding of the needs and priorities for project implementation

## How ACHD and the City of Boise Can Use This Plan

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*This Plan provides ACHD and the City of Boise with tools to work with citizens to implement recommendations within this Plan because it:*

- Builds on existing broader policies or programs
- Aids in prioritizing projects

- Identifies areas where further neighborhood input is necessary
- Reflects the magnitude of public interest relating to specific areas
- Identifies potential funding sources and partnerships

Section 6 includes ‘toolboxes’ that explain strategies for citizens, ACHD and the City of Boise to work together to carry this Plan forward to implementation.

## Planning Area

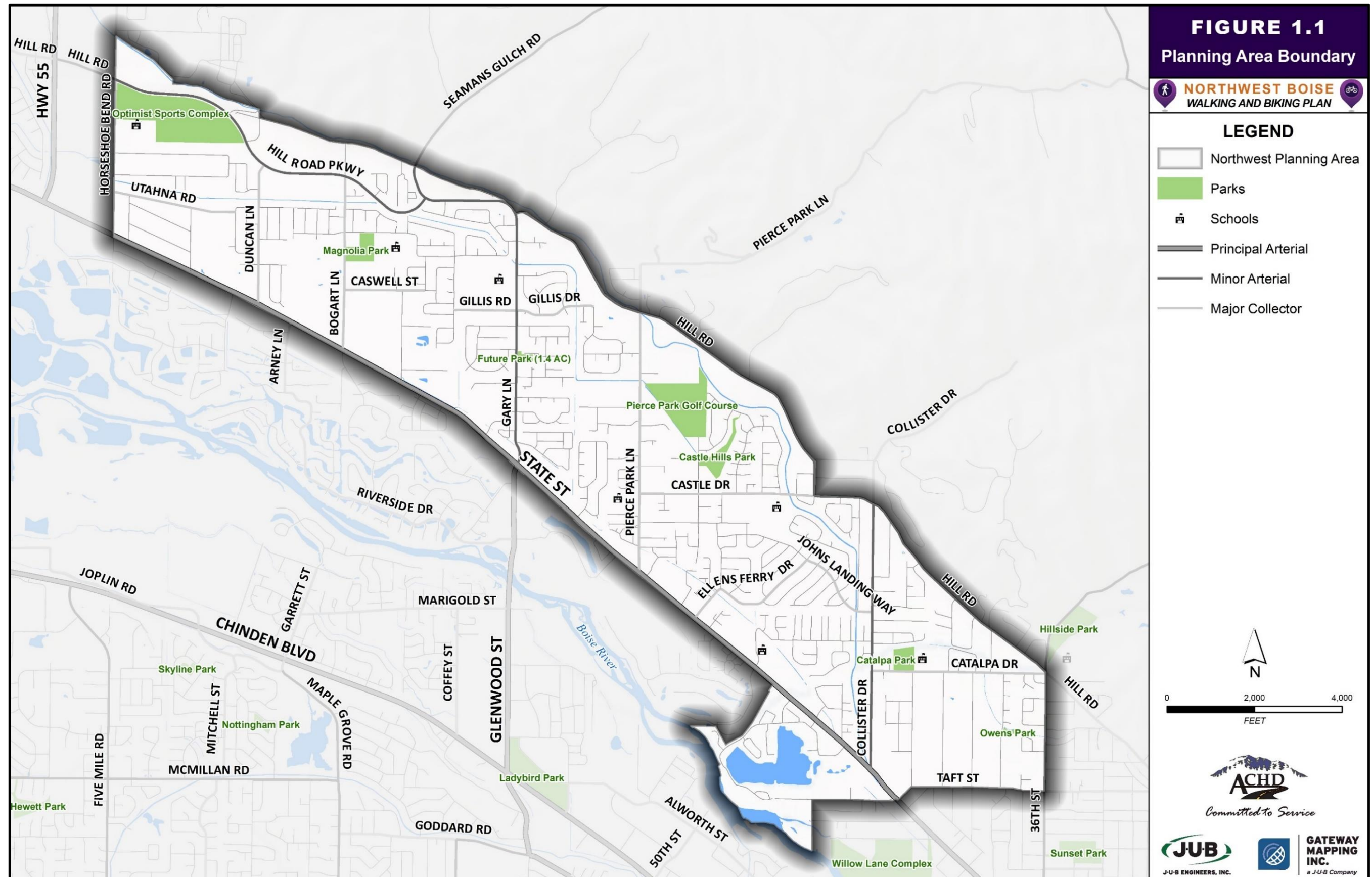
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The planning area is identified in the City of Boise Comprehensive Plan as the Northwest Planning Area and is shown in **Figure 1.1**. This planning area is approximately 4.25 square miles and consists of three registered neighborhood associations – North West, Pierce Park, and Collister. The boundaries of these neighborhood associations are shown in **Figure 1.2**.

## INTRODUCTION

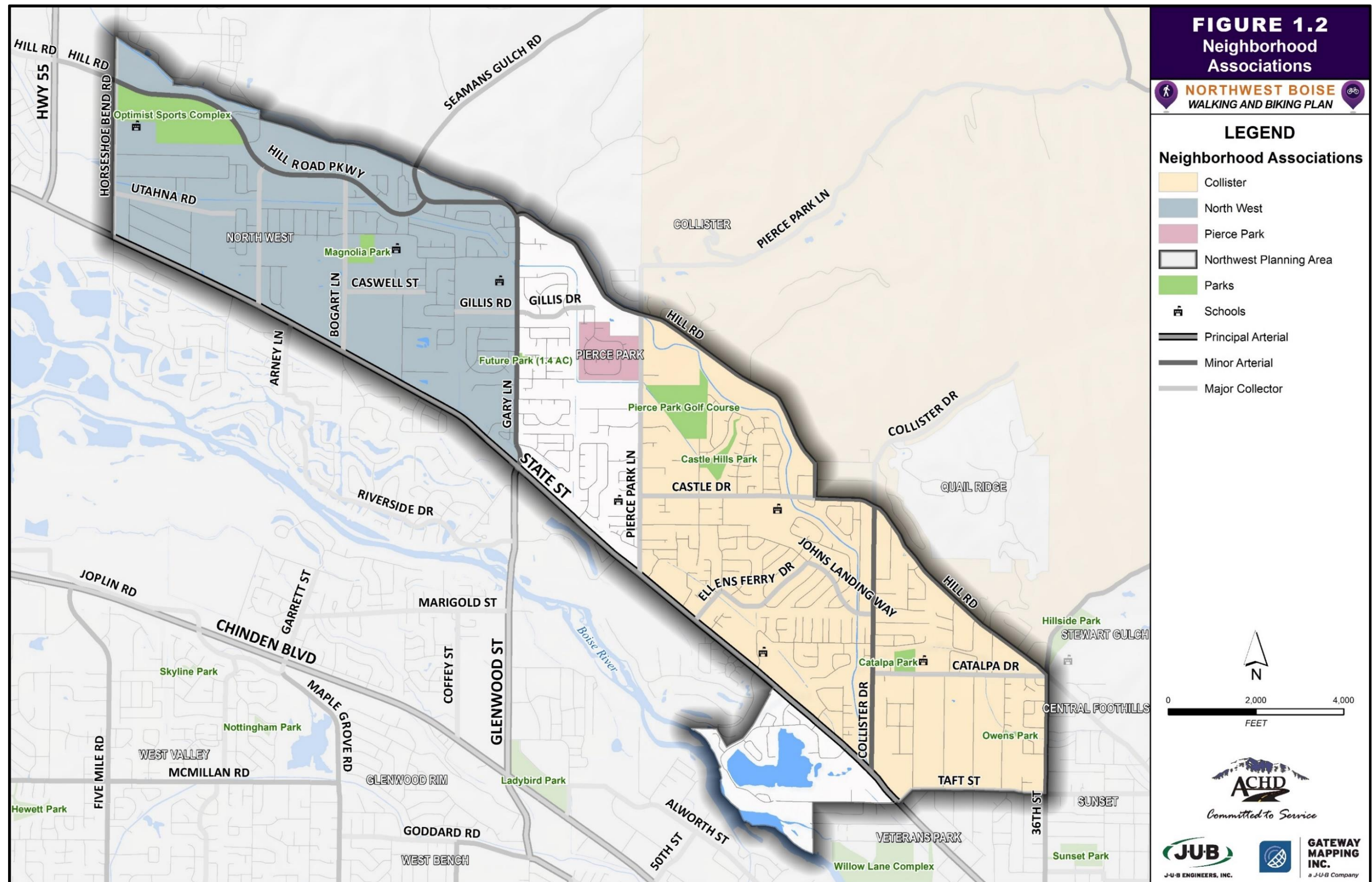
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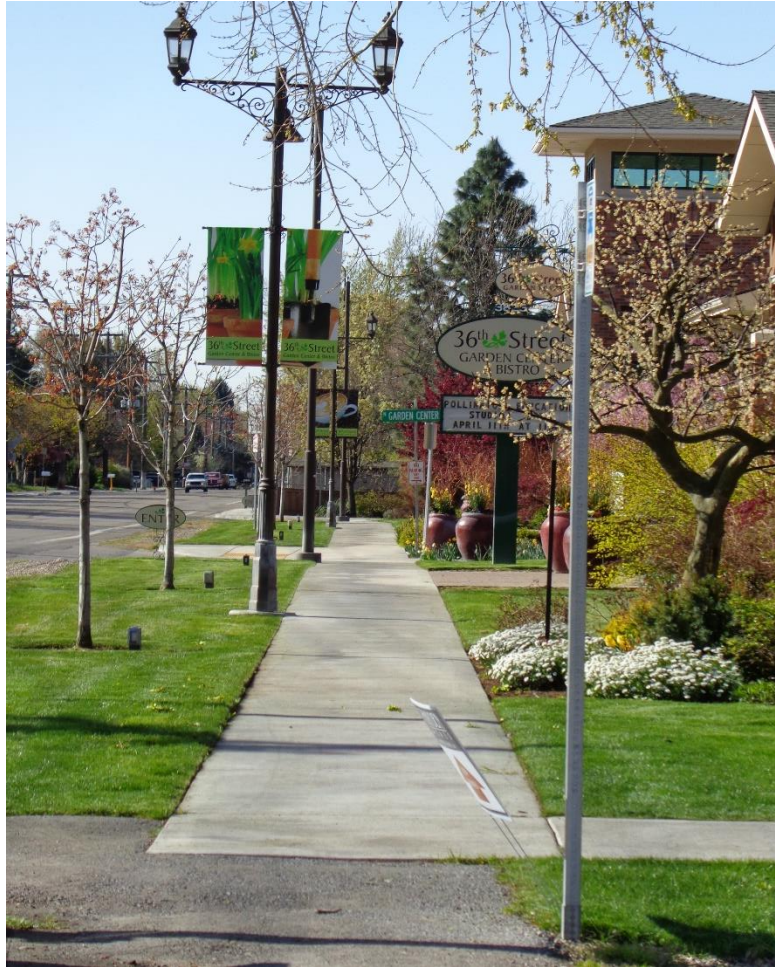
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## 2.EXISTING PLAN AND POLICY REVIEW

### *What has already been done?*

Several existing plans and policies have previously been adopted that influence decisions related to pedestrian and bicycle issues in the Northwest Boise area. Goals and objectives identified in the existing plans have created a solid foundation for the goals and objectives for the Northwest Boise neighborhood. This Plan enhances and builds upon these previous plans and provides more detail at the neighborhood level. Most importantly, this Plan pinpoints unique projects identified as important to the public.

### ACHD Plans

#### **ACHD NEIGHBORHOOD WALKING AND BIKING PLANS**

ACHD has completed various Neighborhood Walking and Biking Plans throughout Ada County. To date, no Neighborhood Walking and Biking Plans have been prepared for areas directly adjacent to the Northwest Boise planning area.

The Northwest Boise planning area is north of the West Bench (2013) and Central Bench (2012) Pedestrian and Bicycle Plans. In reviewing both plans, there are no bicycle or pedestrian routes identified that present opportunities for continuation into the Northwest planning area.



### **ACHD PBTP – ADOPTED DECEMBER 2005**

The Pedestrian-Bicycle Transition Plan (PBTP) is a comprehensive plan that is intended to enhance the Ada County urban area pedestrian and bicycle system. The PBTP fulfills federal pedestrian planning guidelines and regulatory requirements of the 1990 Americans with Disabilities Act (ADA).

#### *This plan includes:*

- Inventory of sidewalks, ADA and bicycle facilities
- Priority bicycle lane improvements – short-term and long-term
- Design guidelines for pedestrian and bicycle facilities
- Project prioritization guidance

#### *PBTP Focus areas/projects in the Northwest Boise area:*

- Proposed bike lanes (short-term, within 10 years)
  - State St (Downtown Boise to Glenwood St)
  - Hill Rd (Various sections from Harrison Blvd to HWY 55)
  - 36<sup>th</sup> St (Hill Rd Bogus Basin Rd)
  - State St (Collister Dr to Gary Ln)
- Proposed bike lanes (long-term, 10+ years)
  - Hill Rd (36<sup>th</sup> St to Castle Dr)
- Proposed bike lanes, street re-striping priorities (short-term)
  - Hill Rd (Outlook Ave to Gary Ln)
  - Hill Rd (36<sup>th</sup> St to Bogus Basin)
  - Hill Rd (Horseshoe Bend Rd to Edgewood Ln)
  - State St (36<sup>th</sup> St to Collister Dr)
  - State St (Gary Ln to Horseshoe Bend Rd)



### **ACHD ROADWAYS TO BIKEWAYS PLAN – ADOPTED MAY 2009**

Previous efforts to improve walking and biking in Ada County have been made through the creation of the Roadways to Bikeways Plan, ACHD's countywide Bicycle Master Plan. The Roadways to Bikeways planning area covers all cities and unincorporated areas within Ada County, and includes maps of existing bicycle infrastructure, bicycle counts and gaps; recommended short, medium, and long-term bicycle projects; and design guidelines for bicycle facilities.

*Roadways to Bikeways Plan Focus areas/projects in the Northwest Boise area:*

- Short-term bike lane projects (E-W routes – less than 10 years)
  - Hill Rd extension (1.1 mi.) – Horseshoe Bend Rd to State St
- Short-term signed shared roadway projects (E-W routes – less than 10 years)
  - Catalpa Dr (1.0 mi.) – Collister Dr to Hill Rd
  - Taft St (0.6 mi.) – 36<sup>th</sup> St
- Short-term signed shared roadway projects (N-S routes – less than 10 years)
  - Arney Ln / Riverside Dr/Savannah Ln/Plantation Dr (0.6 mi.) – State St to Glenwood St
  - Bogart Ln / Cattail Wy (1.5 mi.) – Hill Rd Pkwy to Riverside Dr
  - Horseshoe Bend Rd (1.7 mi.) – Floating Feather to State St
  - Horseshoe Bend Rd/Heceta Head Dr (0.8 mi.) – State St to Ulmer Ln
- Medium and Long-term signed shared roadway projects (E-W routes – 15-50 years)
  - Baron Ave / Saxton Ave (0.7 mi.) – Gary Ln to Pierce Park Ln
  - Savannah Ln/Plantation Dr (0.6 mi.) – Glenwood St to State St
  - Utahna Rd / Caswell St / Gillis Rd / Tobi Dr (2.8 mi.) – Horseshoe Bend Rd to Pierce Park Ln
  - Wylie Ln (0.1 mi.) – James St to Greenbelt
- Medium and Long-term signed shared roadway projects (N-S routes – 15-50 years)
  - Collister Dr (0.2 mi.) – Hill Rd to Outlook Ave
  - Strawberry Glenn Rd (0.3 mi.) – Riverside Dr to Glenwood St
- Long-term bike lane project opportunities (N-S routes – 25-50 years)
  - Collister Dr (1.1 mi.) – State St to Hill Rd
  - Glenwood St (0.3 mi.) – Riverside Dr to Strawberry Glenn Rd
  - Hill Rd (1.9 mi.) – Gary Ln to Castle Dr
  - Horseshoe Bend Rd (1.0 mi.) Hill Rd to Floating Feather Rd
  - Pierce Park Ln (0.8 mi.) – Hill Rd to Castle Dr



## ACHD COMPLETE STREETS POLICY – 2009

The ACHD Complete Streets Policy is one component of the Transportation and Land Use Integration Plan (TLIP) 2009/2010 with a primary purpose of ensuring that streets, bridges, and transit stops within Ada County are designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities can travel safely and independently.

*The Complete Streets Policy provides general guidelines for:*

- **Bicycle and Pedestrian Ways** – should be established in all urbanized areas as part of new construction and reconstruction projects
- **Paved Shoulders** – in rural areas, paved shoulders should be included in all projects on roadways used by more than 1,000 vehicles per day
- **Pedestrian Facilities** – should be designed and constructed so that all people, including children, the elderly and people with disabilities have safe usage
- **Transportation Infrastructure** – promotes agency coordination and addressing the needs for bicyclists and pedestrians

The Complete Streets Policy does not designate specific corridor projects; however, these policies and principles apply to future ACHD projects.

## ACHD / City of Boise / Valley Regional Transit (VRT) Plan



### STATE ST TRANSIT AND TRAFFIC OPERATIONAL PLAN (TTOP) – 2011

The TTOP is an integrated transportation and land use plan that identifies short, medium, and long-term improvements for implementing the roadway, transit and land use vision for the State St corridor.

*State St TTOP focus areas/projects in the Northwest Boise area:*

- Short-term pedestrian improvements on State St
  - Glenwood St to Veterans Memorial Pkwy (sidewalks)
  - Bogart Ln and State St (signalized intersection)
- Medium-term improvements on State St
  - Widen to 7 lanes with curbside High Occupancy Vehicle (HOV) lanes from Gary Ln to 36<sup>th</sup> St (includes 6' sidewalks and 6' bike lanes)
  - Intersection Project at State St and Collister Dr
  - Intersection Project at Veterans Memorial Pkwy and 36<sup>th</sup> St
- Long-term improvements on State St
  - Widen to 7 lanes with curbside HOV lanes from Glenwood St / Gary Ln to Eagle Rd (includes 6' sidewalks and 6' bike lanes)



## City Of Boise Plans

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### **BOISE COMPREHENSIVE PLAN, BLUEPRINT BOISE – NOVEMBER 2011**

Boise's 20-year comprehensive plan sets policies at the neighborhood level.

*Blueprint Boise includes the following growth information, policies and goals relating to overall transportation needs in the Northwest Boise area:*

- Link the Foothills with the Boise River by creating a north/south pedestrian/bike path in the Northwest between Bogart Ln and Highway 55
- Promote safe and efficient pedestrian circulation throughout the Northwest with particular emphasis on bike/pedestrian facilities connecting surrounding areas to State St
- Ensure new commercial and residential developments provide connections to adjacent properties to promote movement between neighborhoods
- Integrate mass transit facilities with the opportunity for future expansion into the activity center at State St and Glenwood St
- Maintain on-street parking in the Northwest
- Limit direct lot access for new development without encouraging increased traffic on side streets (State St)
- Discourage upgrading of local streets and collectors to higher classifications to accommodate development in the Foothills
- Work with residents to develop a neighborhood plan for the Utahna/Bogart Ln area to identify an appropriate mix of land uses and bike and pedestrian connections



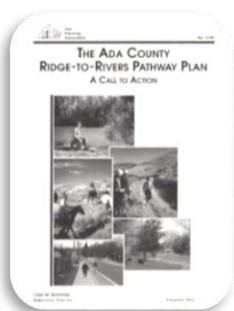
## **BOISE COMPREHENSIVE PARK AND RECREATION PLAN – 2011**

The Boise Comprehensive Park and Recreation Plan is a five-year plan that includes inventory and details about the parks, recreation and trail system throughout the City of Boise. The plan identifies active/future park facilities, long-range capital improvement planning (CIP), undeveloped park sites, greenup priorities, further development opportunities for existing parks, and potential development property.

The following parks would tie in to the overall planned pedestrian and bicycle network serving the Northwest Boise planning area:

- Active/Future Park Facilities:
  - Gary Ln site (1.4 acres): park owned property on the southeast corner of Gary Ln and Tobi St. is intended for a future site for a recreation center.
  - Hillside Park (10 acres): Located at 4150 N. 36<sup>th</sup> St. (Hill Rd and 36<sup>th</sup> St). Improvements may include a medium-size picnic shelter and playground. The existing south gravel parking lot should be paved. Park can serve as a major trailhead to access foothills trails in the area.
  - Pole Cat Gulch Reserve (120.8 acres): The lands in this recognized heritage preservation area are in a short, defined foothills gulch that is accessible from the north end of Collister Dr. This area has value for wildlife, habitat, and trails. A designated trailhead is planned at Collister Dr leading into the Reserve.
  - Magnolia Park (7.0 acres): This undeveloped neighborhood park is off of Bogart Rd next to Shadow Hills Elementary School.
- Undeveloped Parks:
  - Gary Ln site, Magnolia Park, Stewart Gulch (north on 36<sup>th</sup> St beyond Hillside Park in the Boise Foothills)
- Greenup Priority:
  - Magnolia Park
- Further Development:
  - Catalpa Park, Castle Hills Park, Optimist Youth Sport Complex, Sunset Park (adjacent to planning area)
- Development Priority:
  - Sunset Park Area Community Center

## Other Plans



### **ADA COUNTY RIDGE-TO-RIVERS PATHWAY PLAN “A CALL TO ACTION” – 1993**

The Ridge-to-Rivers Pathway Plan identifies a regional on-street and off-street pathway network connecting the entire county. The plan recommends connections at several locations within the Northwest Boise planning area to pedestrian trails along the Boise Foothills.

#### *Ridge-to-Rivers Pathway Plan Focus Areas/Projects in the Northwest Boise Area:*

- Bike routes – Hill Rd (2.5 mi.) from Pierce Park Ln to HWY 55
- Bike paths – Boise Foothills (various trails), Pierce Park Ln from Hill Rd to Cartwright Rd
- Bike lanes – throughout neighborhoods, Gary Ln from State St to Hill Rd, 36<sup>th</sup> St from State St to Hill Rd, Glenwood St from Marigold St to State St



### **COLLISTER NEIGHBORHOOD PLAN – SEPTEMBER 2007**

The goal of the Collister Neighborhood Plan is to convey the vision of the neighborhood residents for the future of the Collister Neighborhood, and to address how the neighborhood will achieve this vision. The plan links the shared goals and concerns of Collister neighbors to a specific set of actions, with the intent of accomplishing the goals outlined in the plan. Connectivity for bicycle transportation within and through the Collister Neighborhood is highly encouraged.

#### *COLLISTER NEIGHBORHOOD BIKE/PED GOALS*

- Ensure that open space, parklands, and recreational facilities are provided to maintain and enhance the quality of life in the Collister neighborhood.
- Provide for safe and efficient movement of people through the Collister neighborhood using all transportation alternatives.
- Support commercial areas on State St as mixed-use nodes that provide employment and services to the residents in the Collister neighborhood.
- Provide networks for pedestrian and bicycle access through the Collister neighborhood to commercial nodes.

*Collister Neighborhood Plan focus areas/projects in the Northwest Boise Area:*

- Main roadways included: 36<sup>th</sup> St, Collister Dr, Pierce Park Ln, Hill Rd
- Bike routes considered for upgrading to designated and signed bicycle lanes:
  - 36th St, from State St to the extension at Cartwright, and eventually Bogus Basin Rd
  - Cartwright Rd
  - Catalpa Dr in both directions (Safe Routes to Schools)
  - Collister Dr (from State St to the proposed trailhead access on North Collister)
  - Pierce Park Ln (from State St to Cartwright Rd)
  - Hill Rd (from SH 55 to Harrison Blvd)
  - Johns Landing Wy (from Ellen's Ferry Dr to Collister Dr)
  - Ellen's Ferry Dr (from Bloom St. to John's Landing Wy)
  - Bloom St (from State St to Ellen's Ferry Dr)



## 3.EXISTING CONDITIONS AND DEMOGRAPHICS

### Existing Conditions

This section includes an inventory of the existing bicycle and pedestrian network and conditions within the planning area.

*Inventory of the pedestrian and bicycle network includes:*

- **Sidewalks** – space for pedestrian activity separated from motor vehicle traffic
- **Bike lanes** – exclusively designated area that allows cyclists to avoid conflicts with motorists sharing the roadway and pedestrians using sidewalks or shared-use paths
- **Bike Routes** – signed routes that people can use to travel throughout the Northwest Boise neighborhood.



- **Bikeways** – roadways that have been improved to include wayfinding signs, pavement markings and crossings to create a safer environment and help all users know they need to share the road.
- **Shared-use paths** (e.g. greenbelt, multi-use paths, micro-paths) – off-street pathways that serve both bicyclists and pedestrians.

## SIDEWALK AND ROADWAY INFORMATION

ACHD maintains an inventory of roadway and sidewalk infrastructure in a Geographic Information System (GIS) database. This data can then be mapped and analyzed. **Table 3.1** shows a breakdown of the roadway and sidewalk network inventory in the Northwest Boise planning area.

**Table 3.1: Northwest Boise Area Roadway and Sidewalk Inventory (as of April 2015)**

Roadway Type	Existing Roadway System Miles	Total Sidewalk Miles Needed to Complete Network (both sides of the road)	Existing Sidewalk Network Miles	Sidewalk Gap Miles	Percentage of Sidewalk Gaps
Local Roads	47.8	95.6	59.7	35.9	<b>38%</b>
Major Collector	7.1	14.2	10.0	4.2	<b>30%</b>
Minor Arterial	7.6	15.2	5.7	9.5	<b>63%</b>
Principal Arterial	4.2	8.4	2.3	6.1	<b>73%</b>
<b>Total</b>	<b>66.7</b>	<b>133.4</b>	<b>77.7</b>	<b>55.7</b>	<b>42%</b>

Source: ACHD GIS data

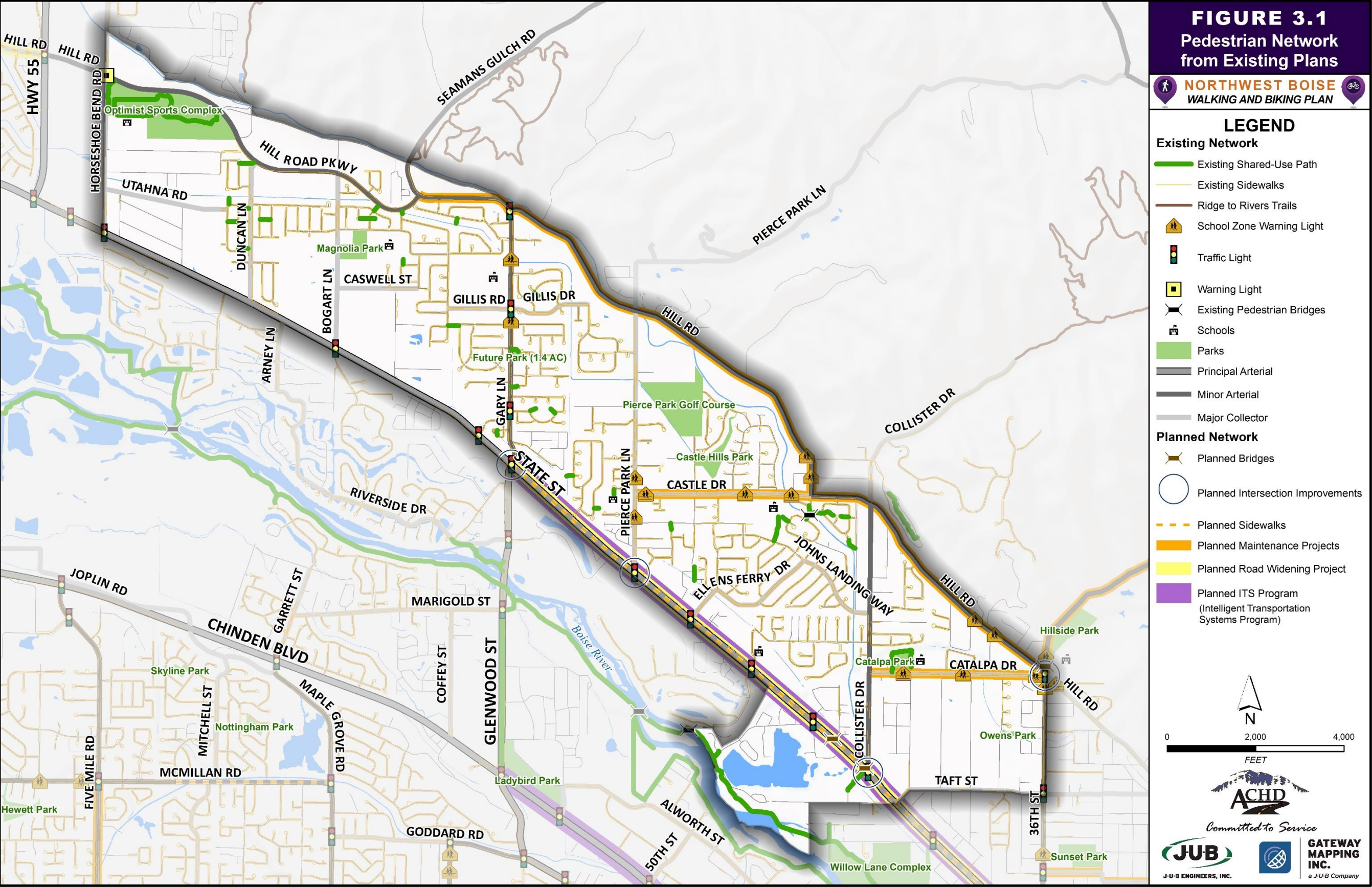
Miles are rounded to the nearest tenth

Percentages are rounded to the nearest whole number

Note: The information in Tab 3.1 is an estimate and does not account for sidewalk gaps located at street intersections.

According to this inventory, approximately 56 miles of sidewalk gaps exist, which translates to about 42% of public roadways having sidewalk gaps within the planning area. The existing pedestrian and sidewalk network and previously planned projects from ACHD's Roadways to Bikeways Plan, Intelligent Transportation Systems Program (ITS) and 2015-2019 Integrated Five-Year Work Plan (IFYWP) are shown on **Figure 3.1**.







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## BICYCLE FACILITIES AND MULTI-USE PATHWAYS

ACHD also maintains a bicycle facility inventory in GIS which allows bicycle facilities in the study area to be mapped and analyzed. This inventory includes 5.9 miles of designated bicycle lanes and 4.3 miles of signed bike routes within the Northwest study area. In addition to these on-street bicycle facilities, there are several miles of multi-use pathways and trails that connect in some way to the Northwest study area. These pathways include the Boise River Greenbelt, neighborhood micro-paths and Ridge-to-Rivers pathways. These connections provide important off-street routes and are vital to the functionality of the overall network. **Table 3.2** shows a breakdown and analysis of this inventory.

**Table 3.2: Northwest Boise Area Bicycle Facilities and Multi-Use Pathway Inventory**

Bicycle Facility Type	Existing Miles
Bike Lane	5.9
Bike Way	4.3 (Highway = 2.1 mi.; Neighborhood 2.2 mi.)
Shared-use Path	1.9
<b>Total</b>	<b>12.1 miles</b>

Source: ACHD GIS data

**Figure 3.2** shows existing facilities, shared-use pathways, and previously planned bike facility projects (i.e. Roadways to Bikeways projects, capital projects in the FY 2015-2019 IFYWP) in the study area.

## BICYCLE COUNTS

Continual collection of count data can assist in decisions regarding facility placement and funding and also helps to measure activity levels after improvements have been implemented.

Over the last several years, ACHD and community volunteers, have performed bicycle and pedestrian counts across Ada County. Of the 17 count locations that fall within the Northwest study area, nine locations have only bicycle counts (no pedestrian counts). These counts are generally taken in May or September in two-hour intervals during a typical weekday and are used to monitor and track levels of cycling activity at specific locations. **Table 3.3** provides a summary of all bicycle and pedestrian counts within the study area.

**Table 3.3: Northwest Boise Area 2012-2015 Weekday Highest Peak Two-hour Bicycle and Pedestrian Counts**

Location	Month/Year	Highest Two-hour Bike/Pedestrian Counts
Horseshoe Bend Rd / Hill Rd	May 2015 AM	31 / no ped counts taken
Horseshoe Bend Rd / State St	May 2015 AM	4 / 7
Bogart St / State St	May 2015 AM	8 / 1
Bogart St / Caswell St	May 2015 PM	8 / 8
Seamans Gulch Rd / Hill Rd	May 2015 PM	66 / 17
Gary Ln / Hill Rd	May 2015 PM	55 / 11
Gary Ln / Gillis Rd	May 2015 PM	29 / 80
Gary Ln / State St	May 2015 AM	25 / 8
Pierce Park Ln / Tobi St	May 2015 AM	10 / 12
Pierce Park Ln / Castle Dr (highest pedestrian volume)	May 2015 PM	31 / 93
Castle Dr / Hill Rd	May 2015 PM	34 / 17
Collister St / Hill Rd	May 2013 PM	45 / no ped counts taken
Collister St / Catalpa St	May 2015 PM	41 / no ped counts taken
Collister St / State St	May 2015 AM	17 / 16
39 <sup>th</sup> St / Taft St	Sept 2012 PM	24 / 20
36 <sup>th</sup> St / Hill Rd (highest bicycle volume)	May 2013 AM	91 / no ped counts taken
36 <sup>th</sup> St / Taft St	May 2015 AM	23 / 20

Source: ACHD; J-U-B Engineers

Shaded locations indicate highest Bicycle/Pedestrian volumes

The highest volume of bicycle traffic in the Northwest study area is at 36<sup>th</sup> St and Hill Rd. This location consistently sees over 91 bicyclists on weekday mornings. The highest volume of pedestrian traffic in the Northwest study area is at Pierce Park Ln and Castle Dr, with 93 pedestrians and 31 bicyclists on weekday afternoons. **Figure 3.3** shows the highest weekday peak period two-hour bicycle and pedestrian volume locations within the study area.

## RECOMMENDATIONS/OBSERVATIONS

- Wayfinding signage showing a route map is recommended to promote ease of travel throughout the northwest Boise area. Current routes are unclear and it is easy to get lost in the subdivisions and turn onto dead end or winding streets.
- Through ACHD's Community Programs or as development occurs, requiring adequate right-of-way dedication, curb, gutter and sidewalk would be a key method to help improve bike and pedestrian access within the planning area.
- Through the public input process, it became clear that both bicyclists and motorists need more education on the rights and expectations for bicyclists. Cyclists should follow the Idaho Traffic Laws, take the lane, and communicate direction and intent. Sharing the road with a bicyclist may be unsettling/unclear for someone who is unfamiliar with the Idaho State Traffic Laws or untrusting of a bicyclist's intent.

## ONGOING BICYCLE AND PEDESTRIAN COUNTING

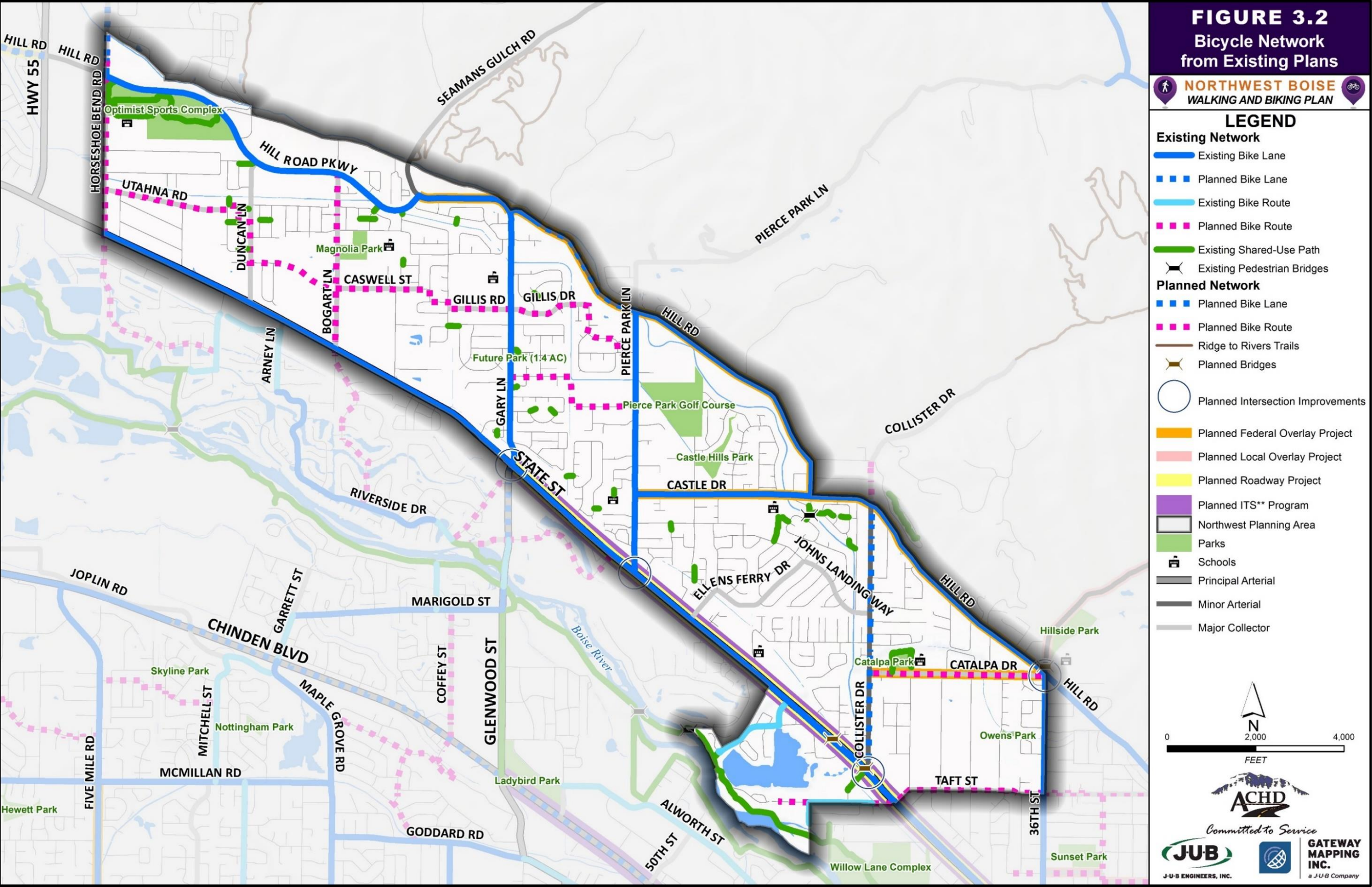
ACHD should continue to gather data regarding bicycle and pedestrian counts to support requests for improvements. Since there is a lack of sidewalks and ADA accessibility around the project area, before and after pedestrian count data can substantiate future funding requests and help elected officials understand the importance of the improvements that have been requested or implemented. With Walmart, Winco, transit stops and the sports complex on the boundaries of the plan area, it is beneficial to improve access for all user types. The count data will show that facilities are in use or are needed.

See Bicycle and Pedestrian Count Summary in **Appendix A** for more details.

## EXISTING CONDITIONS AND DEMOGRAPHICS

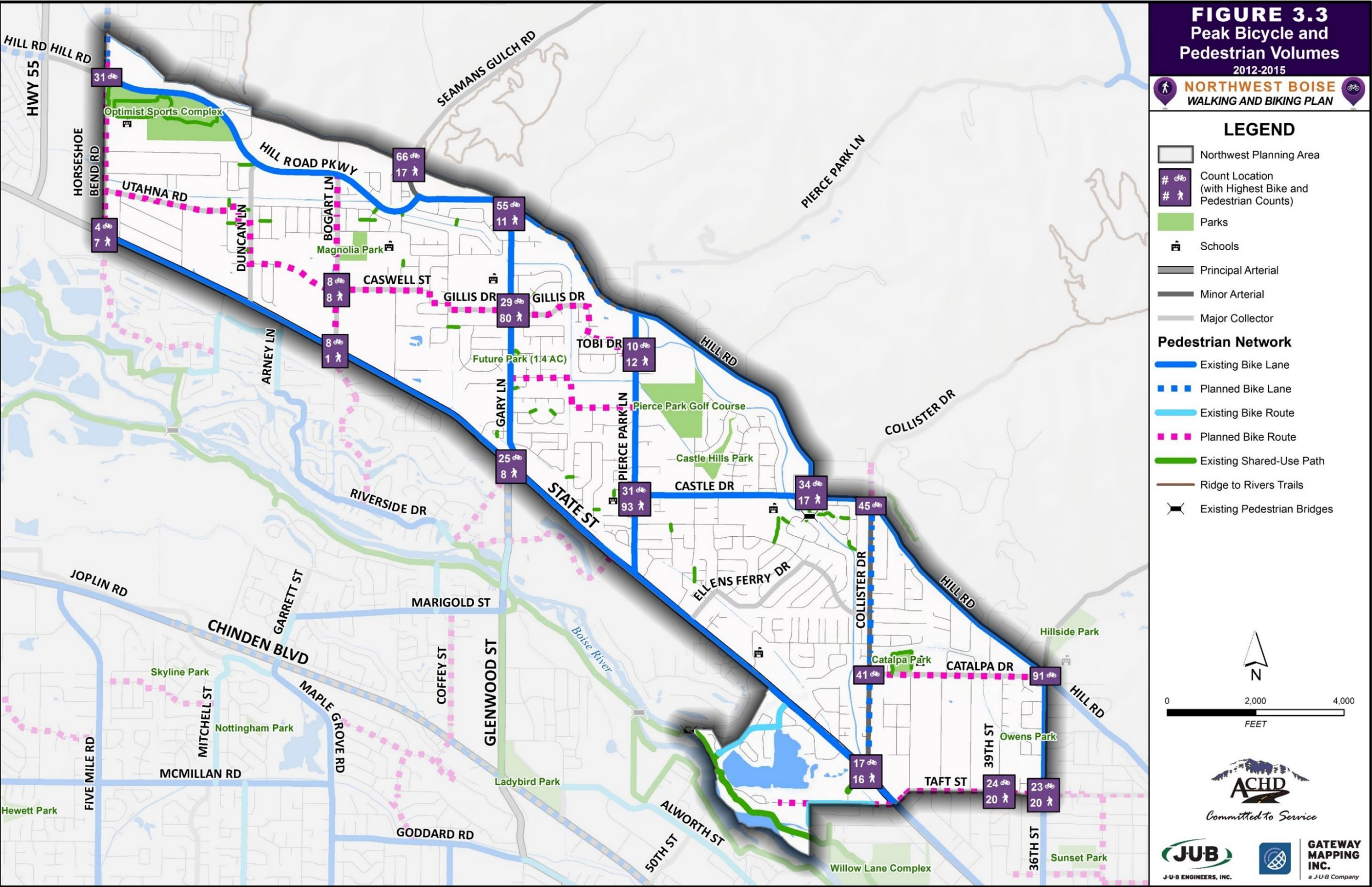
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## Demographics

This section analyzes current and projected demographics in the Northwest Boise study area. Current and 2040 projected population and employment projections are based on information from the 2010 US Census and the Community Planning Association of Southwest Idaho (COMPASS) regional travel demand model and are shown by traffic analysis zone. This information helps identify timing and prioritization of projects to meet current and future pedestrian and bicycle facility needs.

### *Northwest Boise Planning Area Demographics Snapshot:*

#### **CURRENT (2010)**

- Population: 14,485 residents
- Density: 5.3 persons per acre
- Jobs: 3,728 (2013)

#### **PROJECTED (2040)**

- Population 22,924 residents (63% increase)
- Density: 8.4 persons per acre
- Jobs: 6,078 (61% increase)

#### **CURRENT POPULATION**

The Northwest Boise Planning Area has approximately 14,485 residents, as recorded in the 2010 US Census. The planning area covers approximately 4.25 square miles (2,721 acres) and has an overall gross population density of 5.3 persons per acre, which is slightly above Boise's average population density of 5.0 persons per acre.

#### **POPULATION GROWTH**

Population growth in the study area is projected to increase to 22,924 people in 2040 (an increase of approximately 8,439 residents). This projected growth supports the need for a connected bicycle and pedestrian network in the planning area. Transportation choices are an important part of a dense (and growing) urban environment.

The City of Boise Comprehensive Plan identifies opportunities for continued infill development within the Northwest planning area. **Figure 3.4** shows the population density by Census Block Group in the area.

#### **CURRENT EMPLOYMENT**

The Northwest Boise area has a total of 3,728 jobs. The most prominent employers are Albertson's and surrounding shopping areas. **Figure 3.5** shows the current job density locations.

### *The highest employment density areas (5 – 10 and > 10 persons per acre) are located along State St:*

- State St/Gary Ln (east and west sides) – Northgate Shopping Center (Albertson's, Reel Theatre, etc.), restaurants and shopping
- State St between Pierce Park Ln and Collister Dr – Gem State Gymnastics, Carl's Cycle Sales, etc.)

### EMPLOYMENT GROWTH

Employment in the Northwest planning area is projected to increase approximately 61% from roughly 3,728 jobs in 2013 to approximately 6,078 jobs in 2040. The highest anticipated job growth areas are located along State St between Bogart Ln and Gary Ln.

### HOUSEHOLDS WITHOUT A MOTOR VEHICLE

Another important item to consider in bicycle and pedestrian planning is households that do not have access to a motorized vehicle. These households, in developed areas, are likely dependent on bicycling, walking and transit to reach their destinations. According to the 2010 US Census, the Northwest Boise area has 590 households out of 6,112 households without a motor vehicle. This translates to approximately 9.7% of households without a motor vehicle in the Northwest Boise Planning area.

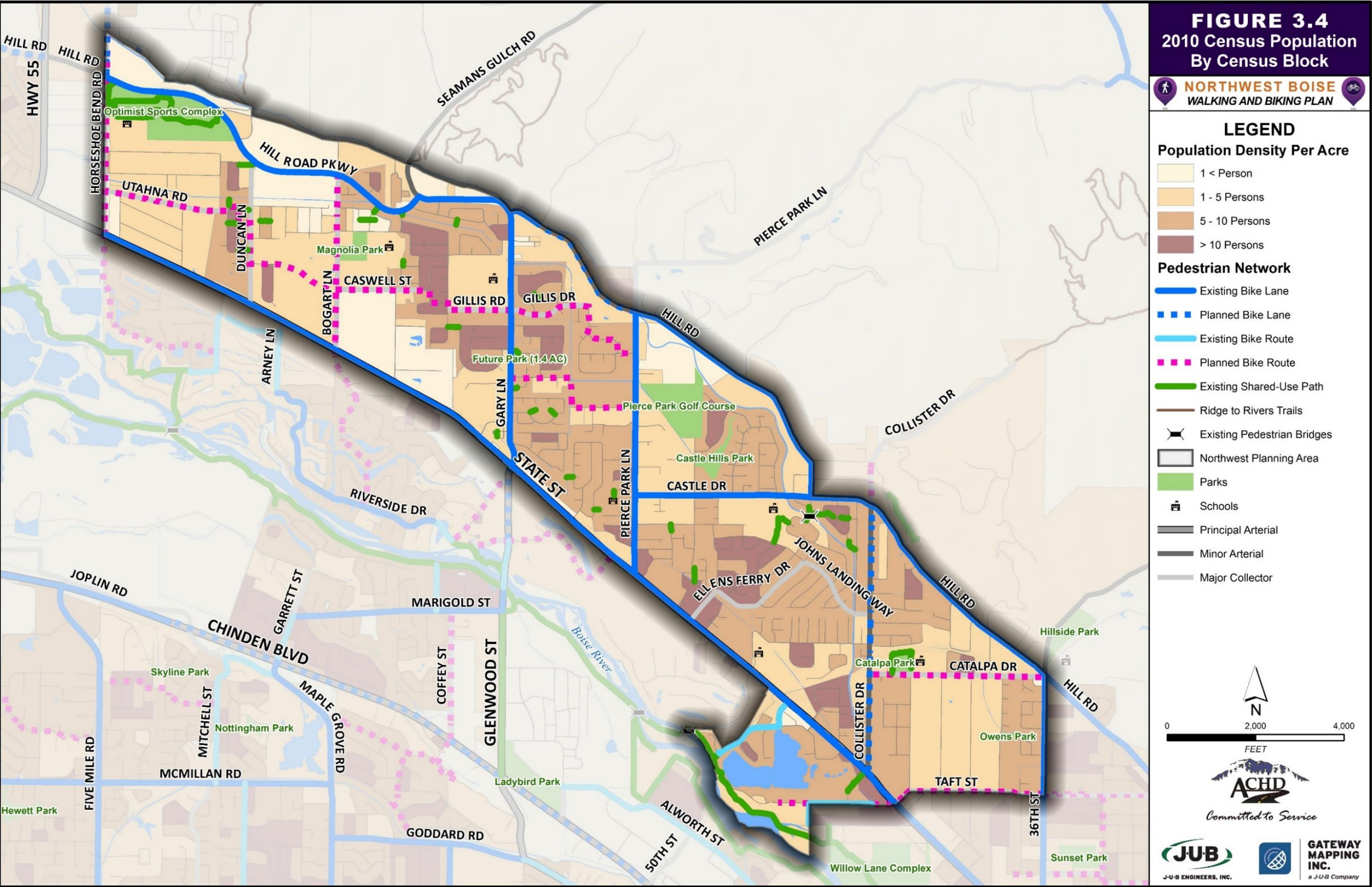
**Figure 3.6** identifies household areas that do not have access to a motor vehicle by US Census Block Group.

## Existing Conditions and Demographics Summary

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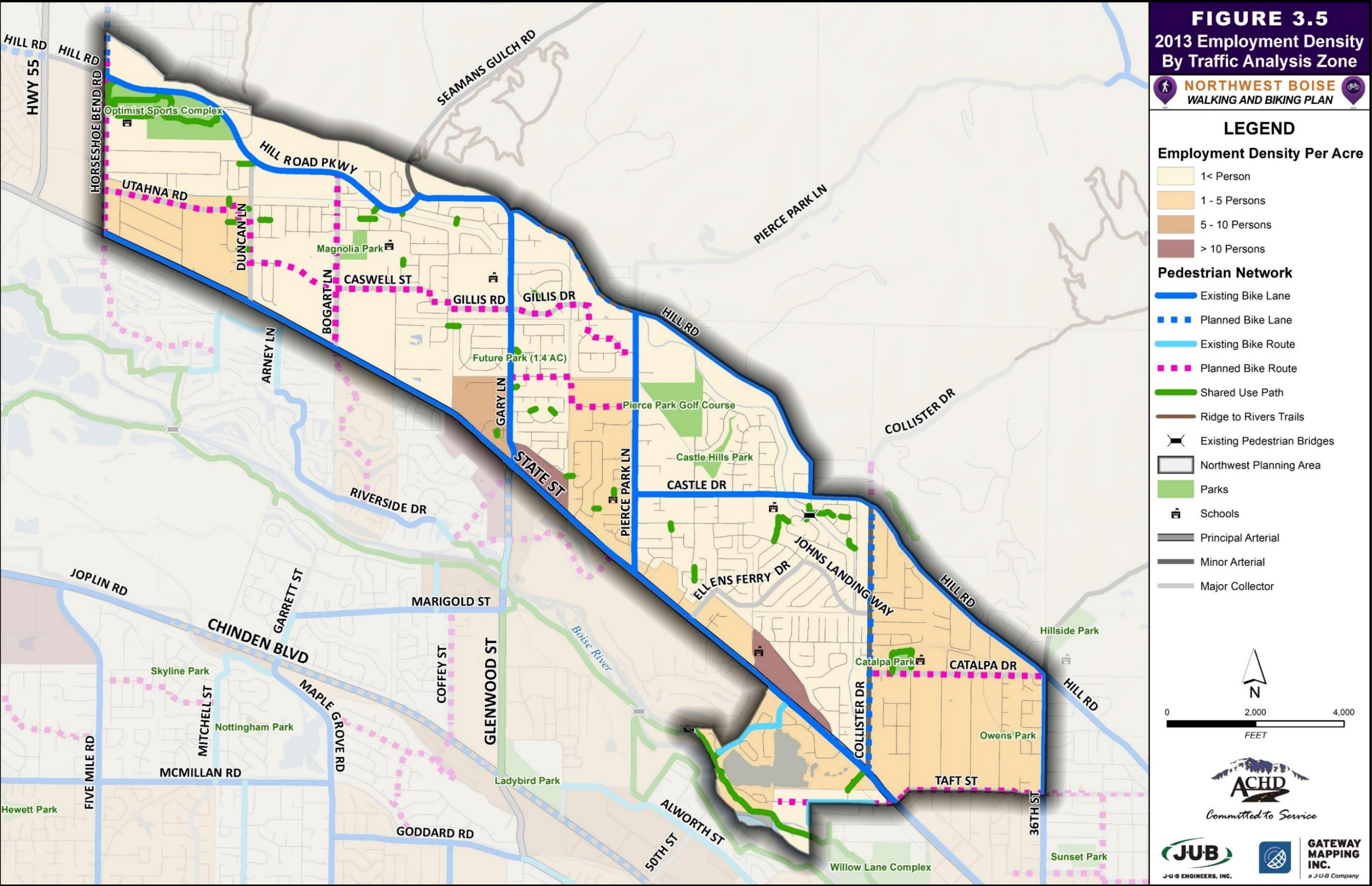
The existing pedestrian and bicycle conditions and demographics in the Northwest Boise Planning area support the need to expand the pedestrian and bicycle network in this area, particularly due to its close proximity to the Boise Foothills, commercial areas, transit and civic facilities.





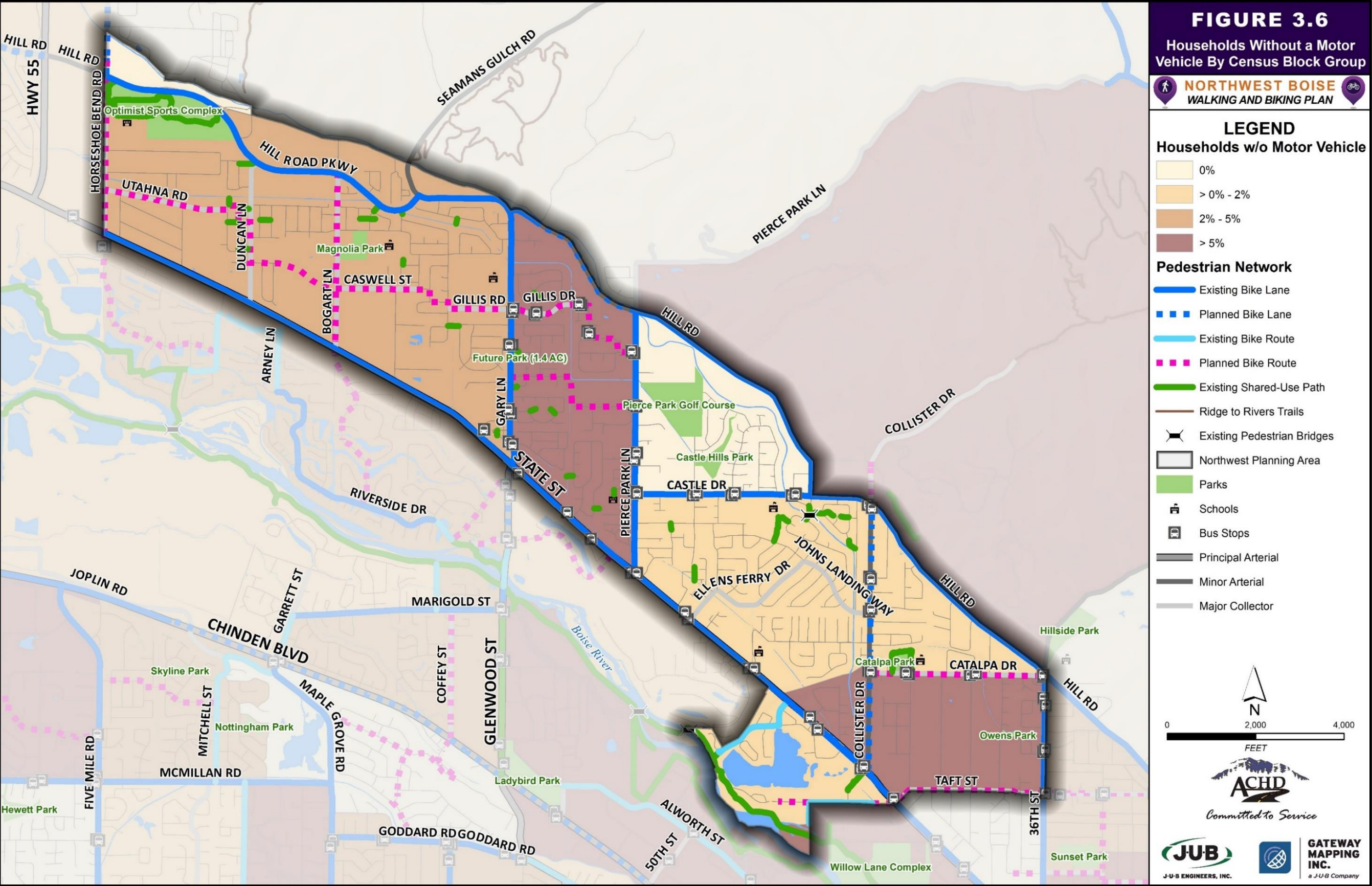
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## 4. NEEDS ANALYSIS

This section summarizes pedestrian and bicycle attractors, barriers, and public input. Comments received from the public during this Plan's development provided many new ideas for improvements to the neighborhood's pedestrian and bicycle network.

### Bicycle and Pedestrian Attractors

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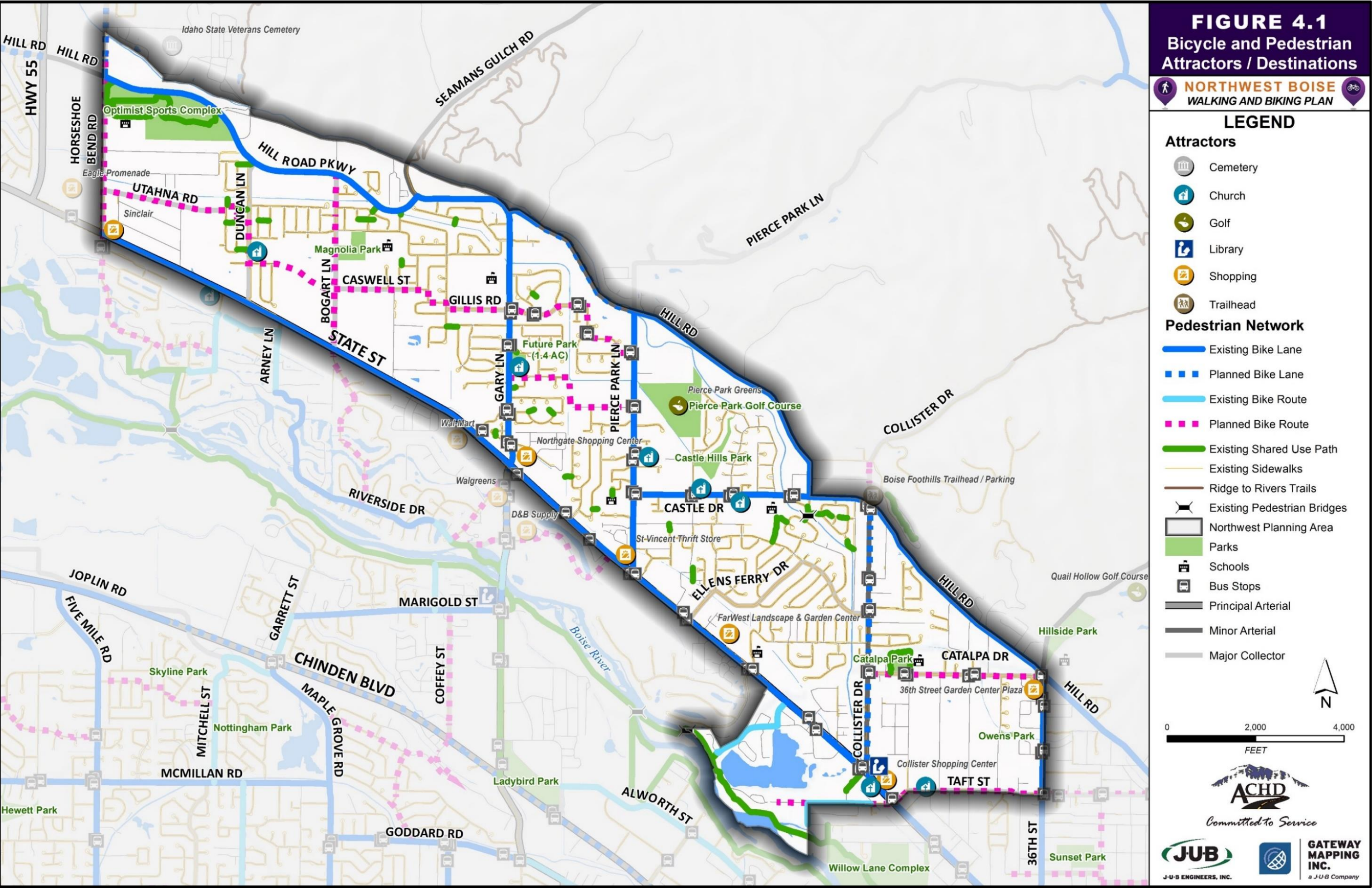
Attractors are locations where people are likely to walk and bike. These areas have been identified by ACHD, the City of Boise, and the general public as locations where people currently, or would like to, walk and bike. These locations include VRT bus facilities, schools, parks, library, shopping and commercial areas.

It is important to improve connectivity to these attractor areas because they typically draw more bicycle and pedestrian activity than other areas. Providing improved bicycling and walking connections to these areas will also improve the comfort and safety of users. It will also encourage more people to start bicycling and walking who are interested in using these modes to access these locations, but do not feel comfortable doing so today. Attractors in the Northwest Boise area, overlaid on the existing bicycle and pedestrian networks, are shown in **Figure 4.1**.



*Northwest Boise Planning Area Pedestrian and Bicycle Attractors:*

- Schools – seven total, including one K-8<sup>th</sup> grade, four elementary schools, one Pre-K, and one junior high school
- Parks – Three neighborhood parks, one community park (the 51 acre Optimist Sports Complex); two future parks under the ownership of the City of Boise (1.4 acres on Gary Ln and a future 7-acre neighborhood park on Bogart Ln/Sloan St)
- Pierce Park Greens Golf Course
- Public transit facilities (public bus stops, park and rides, etc.) – 59
- Businesses / Large Commercial Areas – five primary areas along State St, one neighborhood commercial plaza at 36<sup>th</sup> St/Garden Center Wy
- Churches – seven throughout the planning area
- City of Eagle – west/adjacent to planning area
- City of Garden City; Boise River Greenbelt – south/adjacent to planning area
- Trailhead/Parking area – north terminus of Collister Dr, adjacent to planning area
- Boise Foothills/Ridge to Rivers Trails – north/adjacent to planning area
- Public Library facilities
- Access to the Boise Greenbelt



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## Bicycle and Pedestrian Barriers

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Pedestrian and Bicycle Barriers include:

- High volume roadways that are difficult and uncomfortable to cross on foot or on a bicycle. For purposes of this plan, high volume roadways are those with 5,000 or more average daily vehicle trips
- Streams or Canals and rivers that may be physically, difficult and/or complicated to cross
- Steep and/or abrupt changes in topography

When identifying and prioritizing bicycle and pedestrian projects, it is important to understand what barriers or concerns may require special considerations to overcome. Barriers in the Northwest Boise area, overlaid on the existing bicycle and pedestrian networks are shown in **Figure 4.3**.

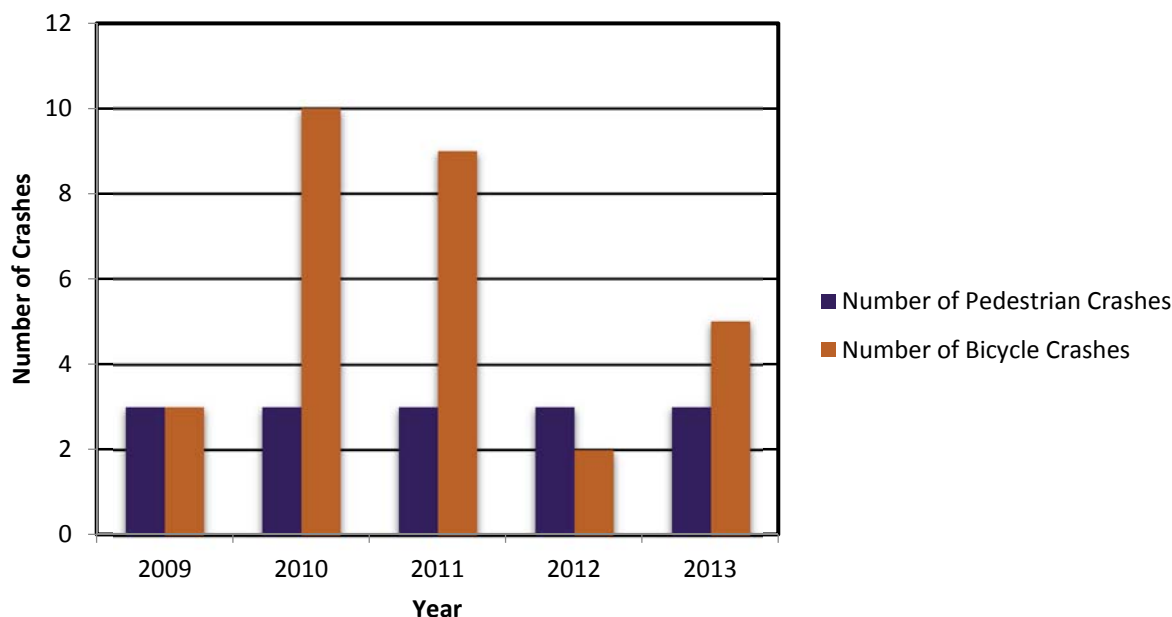
### *Northwest Boise Planning Area Pedestrian and Bicycle Barriers:*

- High-volume Roads (listed in order of highest to lowest traffic volumes) – State St/State Highway 44, Gary Ln, Pierce Park Ln, Castle Dr, Hill Rd, Collister Dr, Horseshoe Bend Rd, 36<sup>th</sup> St
- Streams and Canals
  - Farmers Union Canal – along north side of Hill Rd, drops down into planning area at Pierce Park Ln, then runs along the south side of Hill Rd behind private properties, then drops south along the west side of Maplewood Dr adjacent to private properties, then south to State St);
  - Spoil Banks Canal – along back private properties between Utahna Rd and Shields Ave, then drops south along the back of private properties between Gary Ln and Pierce Park Ln, crosses under the roadway and terminates at the Castle Hills Park.
- Steep drop-offs and various locations along Hill Rd that become too narrow to accommodate a legal bike lane.

## Crash Information

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In addition to barriers, reported crash locations within the last five years (2009-2013) involving pedestrians and bicyclists were reviewed. Examining crash data reveals locations where new facilities may have the most impact in preventing crashes from occurring in the future. According to crash records from the Idaho Transportation Department (ITD), of the 44 crashes involving bicyclists and pedestrians (average of 8.2 per year) in the Northwest Boise area, 29 crashes (66%) involved bicyclists and 15 (34%) crashes involved pedestrians. **Figure 4.2** shows the number and type of crashes between 2009 and 2013.

**Figure 4.2: 2009-2013 Vehicle Crashes Involving Bicyclists and Pedestrians**

Source: ITD

**Figure 4.3** shows crashes by category based upon the most severe injury that resulted from the crash: Fatal Crash, A Injury (Serious Injuries), B Injury (Visible Injuries), C Injury (Possible Injuries), and Property Damage. Injury types are further described below:

- Fatalities – death occurred within one month of crash
- A Injury (Serious Injuries) – incapacitating injury (unconscious, transported to hospital)
- B Injury (Visible Injuries) – visible signs of injury (cuts, broken bones)
- C Injury (Possible Injuries) – no visible signs of injury (whiplash, soreness)
- Property Damage – collision with property damage of \$751 or more to any one person but no injuries or fatalities. There were no property damage crashes involving bicyclists and/or pedestrians within the planning area.

As shown in **Table 4.1**, of the 44 crashes in the planning area, there were 24 injury B crashes, 12 injury A, seven injury C and one fatality. Ages of the injured range from 12 to 81, with four between the ages of 12 and 14 (K-junior high school-aged). Crashes involving school-aged children were located at:

- Hill Rd/36<sup>th</sup> St – pedestrian, A injury
- Lamplighter St/Limelight St – bicycle, A injury
- State St/parking lot near Ellens Ferry Dr – bicycle, A injury
- State St/Wylie Ln – bicycle, B injury

There were five individuals who were involved in crashes between the ages of 16 and 19, ten in their 20's, five in their 30's, eight in their 40's, and 12 in their 50's, 60's, 70's and 80's.



**Table 4.1 – Crashes by Severity**

Type	Severity				Total
	Fatal	A	B	C	
Bicycle	0	6	17	6	29
Pedestrian	1	4	7	1	15
<b>Total</b>	<b>1</b>	<b>10</b>	<b>24</b>	<b>9</b>	<b>44</b>

*Most crashes involving bicyclists and pedestrians occurred along the following roadways within the Northwest Boise planning area:*

- **State St** – 22 total crashes (15 bicyclists, 7 pedestrians). There was one fatality at State St near Collister Dr, and four injury A, 13 injury B, and four injury C crashes. There were 16 crashes at intersections, with five pedestrian and 11 bicycle crashes. Reported contributing factors include failure to yield, inattention, alcohol impaired (one), failure to obey signal or stop sign, improper turn, wrong side or wrong way.

With the programmed intersection project including bicycle and pedestrian facilities at State St and Collister Dr, it is anticipated that safety would improve for bicyclists and pedestrians within the vicinity of the project area.

- **Gary Ln** – Seven crashes (4 bicyclists, 3 pedestrians). There were two injury A, four injury B, and one injury C crashes. Four crashes occurred at intersections. Most crashes along Gary Ln occurred close to Riverglen Junior High School. According to crash reports, individuals involved in crashes along Gary Ln were over the age of 27 years. Reported contributing factors include inattention, distracted driver, failure to yield and vision obstruction.

No crashes have been reported at the intersection of Gary Ln and Gillis Rd since enhanced signals and crosswalk improvements were installed. This location is where counts on Gary Ln were reportedly the highest.

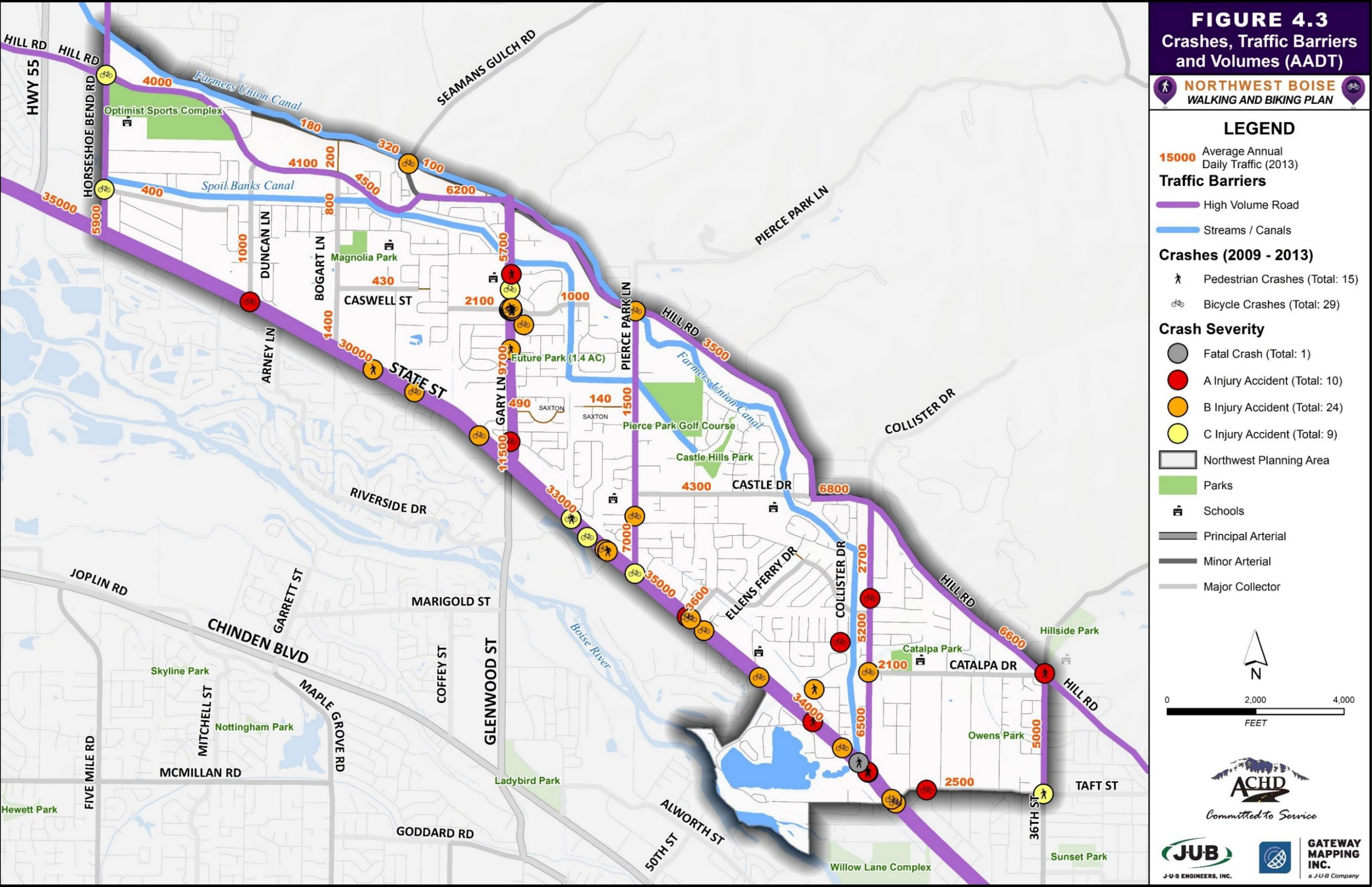
### Recommendations

It is recommended that ACHD continue to coordinate with ITD to make programmed improvements along State St. Emplacement of crossing treatments near Riverglen Junior High School on Gary Ln will improve safe access to/from the school. And even though Collister Dr showed fewer crashes than the two areas listed above, a concept study to increase bicycle and pedestrian facilities, thereby increasing safety, is recommended.

**Figure 4.3** shows bicycle and pedestrian crash locations within the planning area.

## NEEDS ANALYSIS

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## Public Input

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*Public comments for this Plan came from three sources:*

1. An online interactive map using 3P Visual Software, allowed residents to leave suggestions, feedback and concerns at specific locations within the Northwest Boise project area from April 20, 2015 to May 21, 2015;
2. ACHD website page dedicated to this Plan, allowing citizens to click on the interactive map link and review the project area map and project information;
3. A Public Involvement Meeting (PIM) / Open House held on May 7, 2015 from 6-7 p.m., at Riverside Elementary School, where 63 stakeholders attended, reviewed displays and provided input by placing numbered dots on maps and corresponding comments on flip charts. In addition, citizens placed gold stars on a separate “Top Priority Map”.

A total of 462 comments were received during the public input phase. Of those, 334 of the comments were received utilizing the 3P Visual interactive map tool within the study area. An additional 127 comments were received for areas outside of the planning area accounting for approximately 27.5% of the total.

The online interactive map accounted for approximately 72.3% of all comments received. The remaining 27.7% of the comments were received at the PIM which was attended by 38 stakeholders from the community. The project team accumulated the comments received at the PIM and added them to the online interactive map.

*The following key trends were identified during the public involvement process in regards to locations and respective issues within the Northwest Boise area:*

- **Hill Rd** – This roadway is a popular route for bicyclist as well as pedestrians and follows the contours along the base of the Boise Foothills. Key issues identified include: safety, road width, sidewalk gaps, road surface conditions and mobility. The top priorities identified were congestion near Hillside Jr. High and maintaining the rural nature of the area.
- **Bogart Ln** – Key issues identified include: safety, traffic lights, sidewalks and overall connectivity. The top priorities identified were reducing vehicle speeds and adding needed bike lanes and sidewalks for users.
- **State St** – Key issues identified include: safety, bike lanes and sidewalks needed, bicyclist/pedestrian crossings and overall connectivity. The top priorities identified included a better turn lane at Glenwood St and State St, bike paths and sidewalks, better accessibility to bus routes/stops, safe access along State St and a lighted crossing at Sycamore and State.

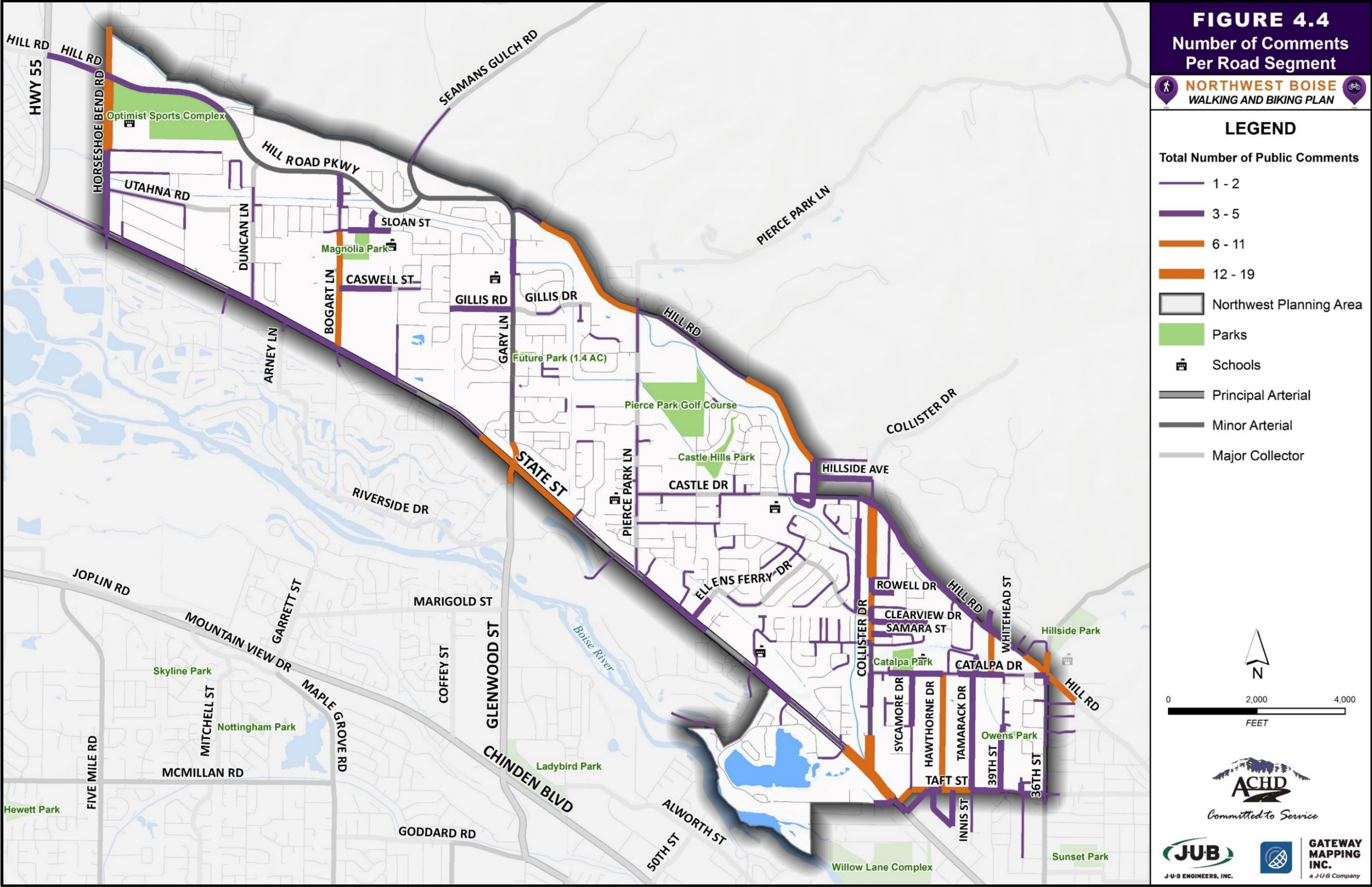


- **Collister Dr** – Key issues identified include: safety, bike lanes and sidewalks needed, bicyclist/pedestrian crossings and overall connectivity. The top priority identified was a greenbelt-style path along Farmers Union Canal.
- **Taft St** – Key issues identified include: safety, bike lanes and sidewalks needed, reduced vehicle speeds, and bicycle/pedestrian crossings. The top priority along Taft St was the need for sidewalks.
- **East/West Greenbelt** - The top priority identified was a greenbelt-style path along Farmers Union Canal.

The public feedback received played a critical role in determining the greatest needs in the area and helped define a list of recommended projects as shown in the following section of this plan.

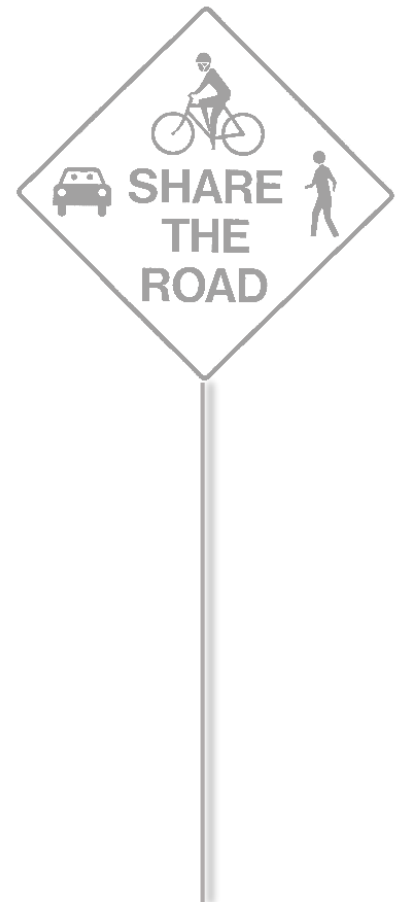
**Figure 4.4** shows the number of comments received on each roadway segment.

**Appendix B** includes a summary and maps of all comments received within the study area from the interactive map.



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## 5.RECOMMENDED PROJECTS

This section includes a summary of the recommended projects and describes the process of how the recommendations were made. Each corridor has multiple recommendations that can be implemented as one project or separated into individual projects.

Project type descriptions are described in **Appendix C**.

### Recommended Project Process

*The following steps were taken to develop the initial recommended projects:*

- Reviewed existing plans and conditions (Section 2);
- Existing conditions – sidewalks, bike lanes, bicycle counts (Section 3);
- Conducted needs analysis – identified attractors, barriers and reviewed crash records (Section 4);
- Gathered stakeholder input (Section 4);
- Developed recommended project list based on public input.



*Next, a matrix was developed to answer a set of questions/factors for each potential project:*

- Does it achieve values expressed by the public?
- Does it fill a gap in the pedestrian or bicycle network?
- Does it provide better connectivity to attractor areas, or help overcome barriers?
- Does it implement previous plans; and if so, which ones?
- Is the project identified as important by the public; and if so, to what level?

The results of this process are shown on the recommended project lists in **Appendix C** ([link](#)).

## Recommended Projects

**Table 5.1** includes the full list of recommended projects, sorted by north-south corridors and east-west corridors (not in prioritized order). Detailed project information and existing conditions data is included in the Recommended Project List spreadsheet in **Appendix C** ([link](#)).

**Table 5.1: Northwest Boise Recommended Projects**

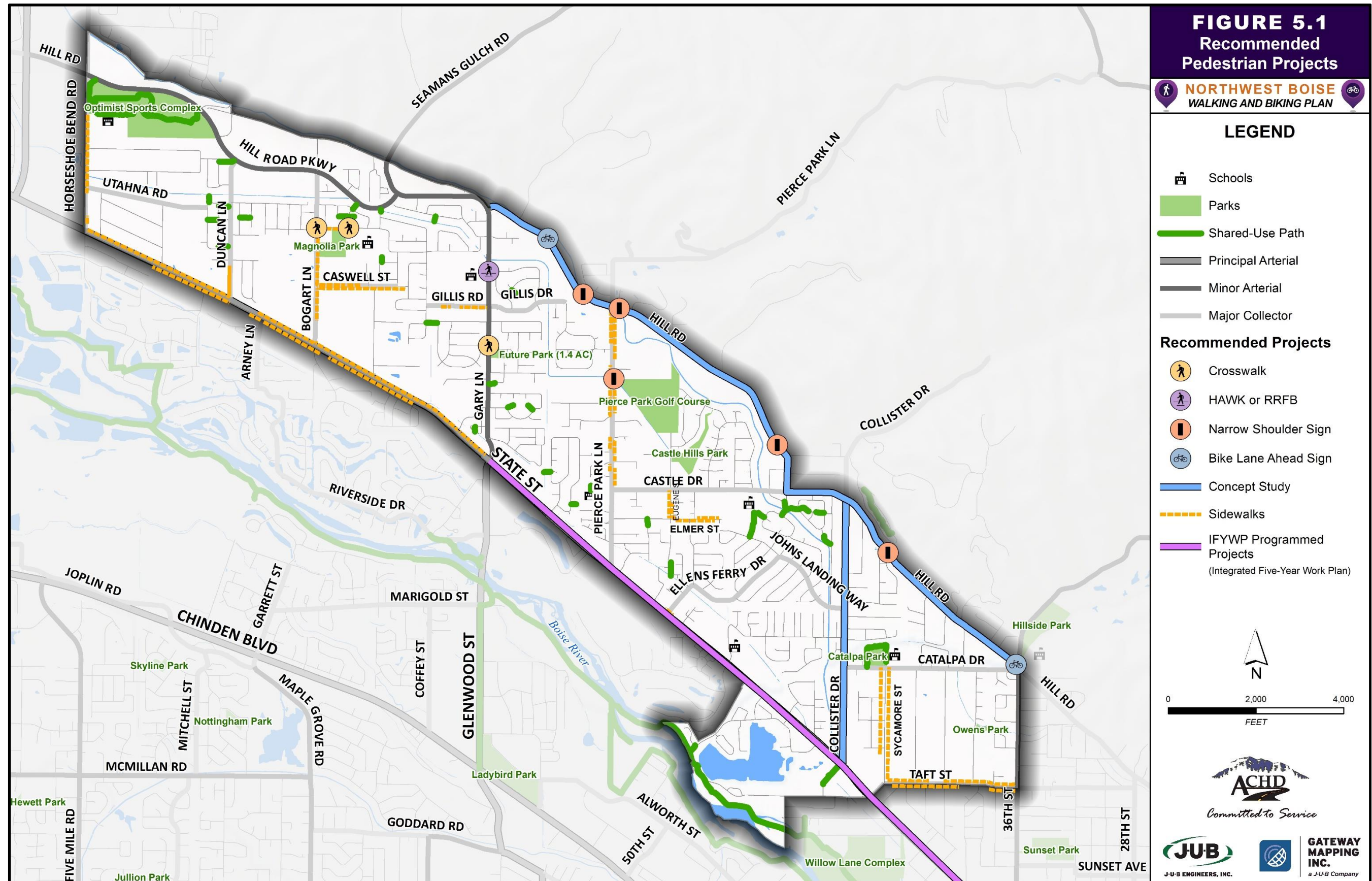
Project Name	Project Type/Recommended Improvements
<b>North-South Routes (listed west to east)</b>	
Horseshoe Bend Rd from State St to Farmers Union Canal (north of Hill Rd)	Bikeway, wayfinding signs and pavement markings, sidewalk sections, school speed limit signs, side path over Canal
Duncan Ln	Sidewalks
Bogart Ln from State St to Hill Rd Pkwy	Bikeway, wayfinding signs and pavement markings, sidewalks, crosswalk and signage at Sloan St
Gary Ln from State St to Hill Rd	Signal timing at State St, sidewalk repairs, HAWK signal at Elm Brook
Pierce Park Ln from State St to Hill Rd	Sidewalks, “narrow shoulder” sign at Baron Ln
Collister Dr from State St to Hill Rd	Bikeway, wayfinding Signs and pavement markings, share the road signs, sidewalk concept study. <i>Note:</i> 34 supportive comments, 3 non-supportive comments for sidewalks
Sycamore Dr	Bikeway, wayfinding signs, pavement markings and sidewalks

Project Name	Project Type/Recommended Improvements
36 <sup>th</sup> St, State St & Catalpa & Hill Rd	Bike Lanes – widen existing bike lanes (need to evaluate narrowing center turn lane or eliminating it on segments outside of intersection areas with left turn lanes)
<b>East-West Routes (listed south to north)</b>	
State St from Horseshoe Bend Rd to Sycamore Dr	Fill in sidewalk gaps, improved signage for bike routes/bike lanes, intersection improvements
Utahna Rd; Steve St; Sloan St from Horseshoe Bend Rd to Bogart Ln	Bikeway, wayfinding signs, pavement markings
Caswell St from Bogart Ln to Hastings Ave	Bikeway, wayfinding signs, sidewalks
Sloan St via Prince St and Crewe Ave from Bogart Ln to Gary Ln, include Goodyear Wy	Bikeway, wayfinding signs, pavement markings, sidewalk, crosswalk
Hastings Ave/Prescott Ave/Gillis Rd/ Portsmouth Ave/Limelight Dr/Tobi Dr from Bogart Ln to Pierce Park Ln	Bikeway, wayfinding signs, pavement markings, fill in sidewalk gaps
Catalpa Dr from Collister Dr to 36 <sup>th</sup> St	Short-term bikeway, long-term/future bike lanes
Ellens Ferry Dr from State St to John's Landing Wy	Bikeway
John's Landing Wy from Ellens Ferry Dr to Collister Dr	Bikeway
Sycamore Dr from Taft St to Catalpa Dr	Bikeway, fill sidewalk gaps
Hill Rd from Horseshoe Bend Rd to 36 <sup>th</sup> St	Bike lane transitional signage, sidewalk concept study
East-West Alternative Bike Route Connection: Horseshoe Bend Rd/36 <sup>th</sup> St	Combination of bike routes, wayfinding signage, bike lanes, shared-use pathways

**Figure 5.1** shows the recommended pedestrian projects and **Figure 5.2** shows the recommended bike projects.

## RECOMMENDED PROJECTS

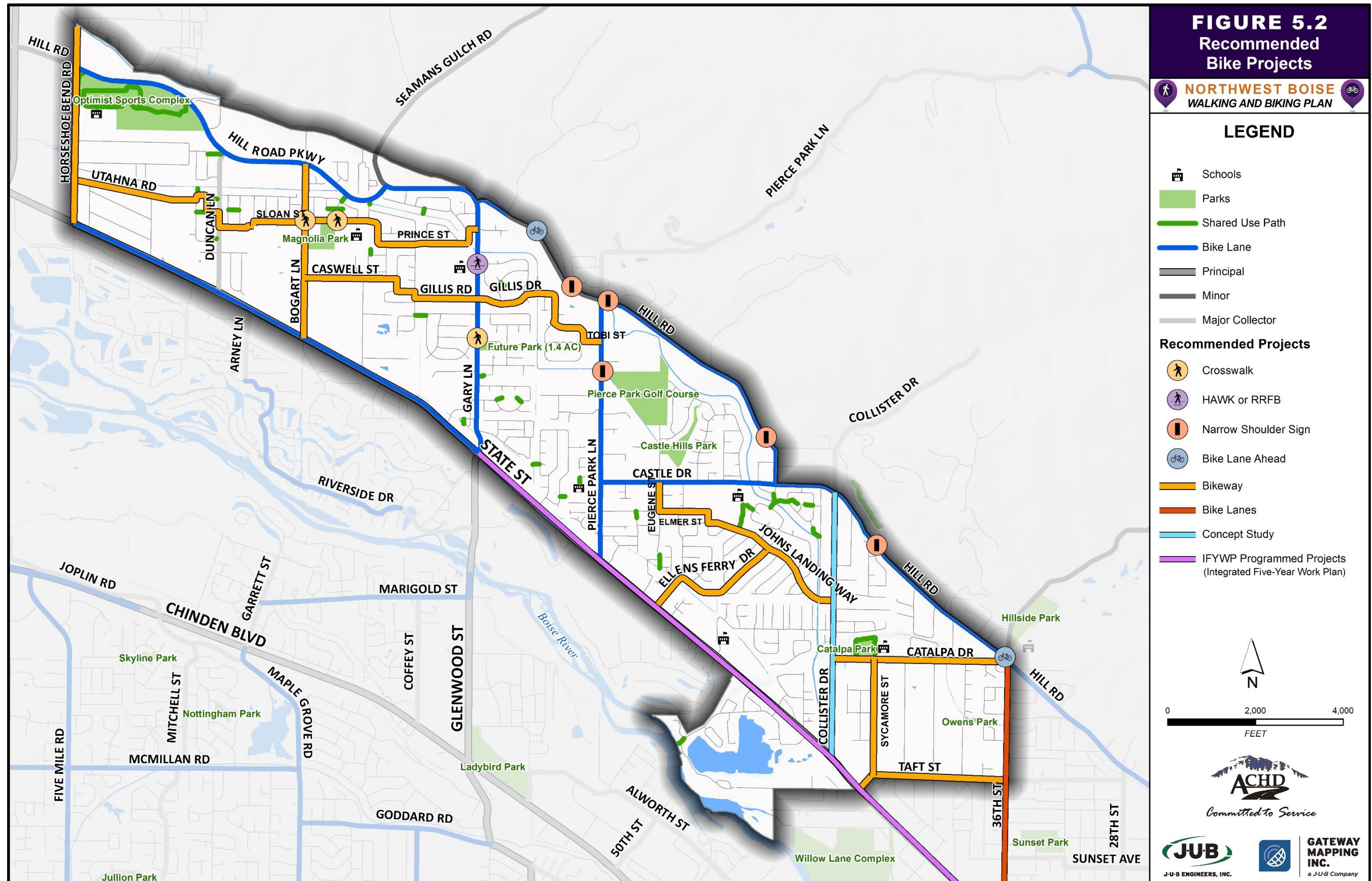
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RECOMMENDED PROJECTS

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RECOMMENDED PROJECTS

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Recommended projects in **Table 5.1** include information to assist ACHD, the City of Boise, and neighborhood residents with evaluating and prioritizing projects in the future. The final pedestrian or bicycle treatment for each project will be reviewed in the future by the City of Boise and ACHD, as part of ACHD’s annual project scoping process. See **Appendix E** for more information on specific pedestrian and bicycle treatment options that could be considered for each project.

*Listed in order of roadway functional classification, the following projects received the most attention from the public and met several evaluation factors:*

## Principal Arterial

### STATE ST (EAST-WEST CORRIDOR)

State St (Highway 44) from Horseshoe Bend Rd to Sycamore Dr is a high-speed arterial connecting the Treasure Valley throughout Ada County and into Canyon County. This corridor received 53 public comments regarding the need for bike lanes, sidewalks and crossings with 10 top priority comments. Sidewalk improvements west of Gary Ln/Glenwood St are under the jurisdiction of the Idaho Transportation Department. Since this corridor is a state highway, it is recommended that ACHD work with ITD, the City of Boise and VRT. Existing plans that reference the need for improvements along State St include the ACHD 2015-2019 IFYWP, ACHD Bicycle and Pedestrian Transition Plan, the State Street TTOP (ACHD, Boise, VRT) and Blueprint Boise. The Glenwood St intersection is on the Boise/ACHD scoping project list as a priority for improved traffic operations (this concern was also stated in the public comments for this planning effort).

#### *State St At-a-Glance*

<b><u>Attractors</u></b> Retail, Schools, Parks, Transit, Golf Courses, Religious Facilities, Greenbelt Connections	<b><u>Barriers</u></b> High Speeds, Wide Intersections, Intermittent Sidewalks and Bike Lanes	
<b><u>Speed Limit</u></b> 35, 45, and 55 mph	<b><u>ADT</u></b> 30,000-35,000	<b><u>Transit Stops</u></b> 22

#### *Recommended Improvements*

Recommended improvements include curb, gutter, and sidewalk to fill gaps, extend existing bike lanes, and improve intersections to include adequately timed crosswalks that are in proper alignment with ADA accessible ramps on all corner approaches. Pedestrian improvements between Glenwood St and Collister Dr and two intersection projects at Pierce Park Ln and Collister Dr are identified in the 2015-2019 IFYWP.





**NE corner Bogart Ln and State St  
(No Sidewalks)**



**Looking South from NE corner Gary Ln and State  
St (Wide Intersection)**

## Minor Arterials

### HILL RD (EAST-WEST CORRIDOR)

Hill Rd is a fairly high volume, higher speed connection to multiple points of interest within the Northwest planning area. Its primary land use is a mix of residential, public and commercial. This corridor received 44 public comments regarding sidewalks, parking, bike lanes and visibility issues with 4 top priority comments. Existing plans that reference the need for improvements along Hill Rd include the ACHD Pedestrian-Bicycle Transition Plan, the ACHD Roadways to Bikeways Plan, the ACHD 2015-2019 IFYWP, Blueprint Boise and Ada County Ridge to Rivers Pathway Plan.

#### *Hill Rd At-a-Glance*

<p><b><u>Attractors</u></b> Transit, Schools, Park, Foothills Access, Sports Complex</p>	<p><b><u>Barriers</u></b> Horseshoe Bend Rd, High Speeds, High Traffic, Unsupportive Residents, Narrow or Uneven ROW in Some Areas, Limited Visibility</p>	
<p><b><u>Speed Limit</u></b> 35 mph</p>	<p><b><u>ADT</u></b> 3,500-6,600</p>	<p><b><u>Transit Stops</u></b> 6</p>

#### *Recommended Improvements*

Recommended improvements include curb, gutter, sidewalk and bike lanes. Where the road narrows to an unsuitable width and until the road can be widened and improvements emplaced,, the recommendation is to install improved transitional signage and pavement markings alerting bicyclists and motorists to share the road, particularly where the shoulder narrows. A 35 MPH zone should support shared lane markings in these limited/challenging environments. The ROW width varies along Hill Rd from 40' to 57'. In most places, the width is sufficient to implement

## RECOMMENDED PROJECTS

fully improved facilities. A concept study to do additional public outreach and evaluate different alternatives is needed before recommendations are implemented.



**Hill Rd Looking Southeast (Narrow Width, Narrow Shoulder, No Sidewalks)**



**Hill Rd Looking Southeast (Narrow Shoulders, No Sidewalk, Limited Visibility)**

## COLLISTER DR (NORTH-SOUTH CORRIDOR)

Collister Dr is a wide arterial that connects State St to Hill Rd. Its primary land use is residential to the north, with some commercial to the south at the intersection of State St and Collister Dr. It received 37 public comments regarding sidewalks, bike lanes and safer bike and pedestrian travel and 2 top priority comments. Existing plans that reference the need for improvements along Collister Dr include the ACHD Roadways to Bikeways Plan and the Collister Neighborhood Plan.

### *Collister Dr At-a-Glance*

<b><u>Attractors</u></b> Retail, School, Park, Foothills Access	<b><u>Barriers</u></b> State St, Hill Rd, Unsupportive Residents, Varying ROW Width in Some Areas	
<b><u>Speed Limit</u></b> 30 mph	<b><u>ADT</u></b> 2,700-8,600	<b><u>Transit Stops</u></b> 8

### *Recommended Improvements*

Recommended improvements include curb, gutter, and sidewalk and bike lanes. ROW width varies from 50' to 67' which should be sufficient to implement fully improved facilities. However, past experience has proven that some residents are unsupportive of these facilities along their property frontage. A concept study to do additional public outreach and evaluate different alternatives is needed before recommendations are implemented.

## RECOMMENDED PROJECTS



**Collister Dr Frontage  
(No Sidewalks)**



**Collister Dr Frontage (Sufficient  
ROW Width)**

## Major Collectors

### HORSESHOE BEND RD (NORTH-SOUTH CORRIDOR)

Horseshoe Bend Rd is a high traffic volume corridor. Its primary land use is commercial, public park, school and minimal residential. Horseshoe Bend Rd is a major connection to transit, Rolling Hills Charter School and the Optimist Sports Complex. This corridor received 25 public comments regarding student safety, parking, sidewalks, bike lanes and canal crossings. There were 2 top priority comments at this location. The existing plan that identifies needed improvements in this area is the ACHD Roadways to Bikeways Plan.

#### *Horseshoe Bend Rd At-a-Glance*

<b><u>Attractors</u></b> Transit, School, Sports Complex, Religious Facility, Shopping/Retail, Cemetery	<b><u>Barriers</u></b> State St, Hill Rd, Parking at Sports Complex, Spoils Banks and Farmer's Union Canals	
<b><u>Speed Limit</u></b> 45 mph	<b><u>ADT</u></b> 5,900	<b><u>Transit Stops</u></b> 3

#### *Recommended Improvements*

Horseshoe Bend Rd from State Street to Hill Rd on the east side will be addressed with this plan. Recommended improvements include curb, gutter, and sidewalks to fill gaps, and bike lanes. On-street parking appears to be an issue at the Sports Complex and encroaches into an area that could potentially become a bike lane. The ROW width and parking should be evaluated as improvements are planned.

## RECOMMENDED PROJECTS



**Horseshoe Bend Rd (Example of Incomplete Sidewalks in the Area)**



**Horseshoe Bend Rd (Canal Crossing, No Sidewalks)**

### BOGART LANE (NORTH-SOUTH CORRIDOR)

Bogart Ln from State St to Hill Rd Pkwy is a fairly quiet street with large rural properties on the west side and small residential development under construction on the east side. This corridor received 18 public comments regarding sidewalks and a bike route and 2 top priority comments. The existing plan that references the need for improvements in this area is the Roadways to Bikeways plan which designates Bogart Ln as a planned bike route.

#### *Bogart Ln At-a-Glance*

<b><u>Attractors</u></b> School, Retail, Future Park	<b><u>Barriers</u></b> State St, Hill Rd Pkwy, Spoils Banks Canal	
<b><u>Speed Limit</u></b> 35 mph	<b><u>ADT</u></b> 800-1,400	<b><u>Transit Stops</u></b> 0

#### *Recommended Improvements*

Recommended improvements include curb, gutter, and sidewalk along the entire length, and installation of a bikeway with wayfinding signs and pavement markings to help guide the public along the east-west route and add a signed crosswalk at the intersection with Sloan St for safer crossing from the residential neighborhood on the east to Shadow Hills Elementary School and a future park planned on Sloan St.



## RECOMMENDED PROJECTS



**Southeast corner of Bogart Ln and Caswell St  
(No Sidewalks, Narrow Gravel Shoulder)**

### SYCAMORE DR/TAFT ST (EAST-WEST CORRIDOR)

Taft St is a major collector that carries a moderate volume of traffic from State St to 36<sup>th</sup> St and beyond. It is a major connection to schools and transit stops. This corridor received 20 public comments regarding student safety and narrow or uneven pavement widths that force cyclists and pedestrians to walk in the vehicle lane. This area is included in the ACHD/Boise scoping project list to improve safety for students with sidewalks from Sycamore Dr to 36<sup>th</sup> St.

#### *Taft St At-a-Glance*

<b><u>Attractors</u></b> Retail, School, Transit	<b><u>Barriers</u></b> State St, 36 <sup>th</sup> St, No Sidewalks, Uncontrolled Intersections, Narrow or Uneven Pavement Widths	
<b><u>Speed Limit</u></b> 20-25 mph	<b><u>ADT</u></b> 2,500	<b><u>Transit Stops</u></b> 2

#### *Recommended Improvements*

Recommended Improvements include curb, gutter and sidewalk to fill gaps which would widen the roadway to include a wider, paved shoulder. The ROW width varies from 29' to 56'.



**Taft St Looking West from Silver St (Roadway Narrows, Hard to Pass Cyclists and Pedestrians  
using the Shoulder of the Road)**



**Taft St West of 36<sup>th</sup> (No Sidewalks)**

## Local Roads

### SLOAN ST (EAST-WEST CORRIDOR)

New residential subdivisions are underway along Sloan St. Sloan St will serve a future park site and currently serves Shadow Hills Elementary School. Land use in this area is primarily residential and public. This corridor received 6 public comments regarding safe access to the school. The plan that identified needed improvements in this area is the Boise Comprehensive Park and Recreation Plan – 2011.

#### *Sloan St At-a-Glance*

<b><u>Attractors</u></b> School, Park, East/West Connection	<b><u>Barriers</u></b> No Sidewalks, No Crosswalk at the School, Unimproved Shoulders	
<b><u>Speed Limit</u></b> 20 mph	<b><u>ADT</u></b> 998	<b><u>Transit Stops</u></b> 0

#### *Recommended Improvements*

Recommended Improvements include curb, gutter, and sidewalk to fill gaps and connect the residential neighborhoods to the school and a future park, and create a bikeway with wayfinding signs and pavement markings to guide the user along the east/west route and install a crosswalk at Goodyear Wy across from Shadow Hills Elementary.



**Sloan St Looking East (No Sidewalks on Southside at Future Park Property)**



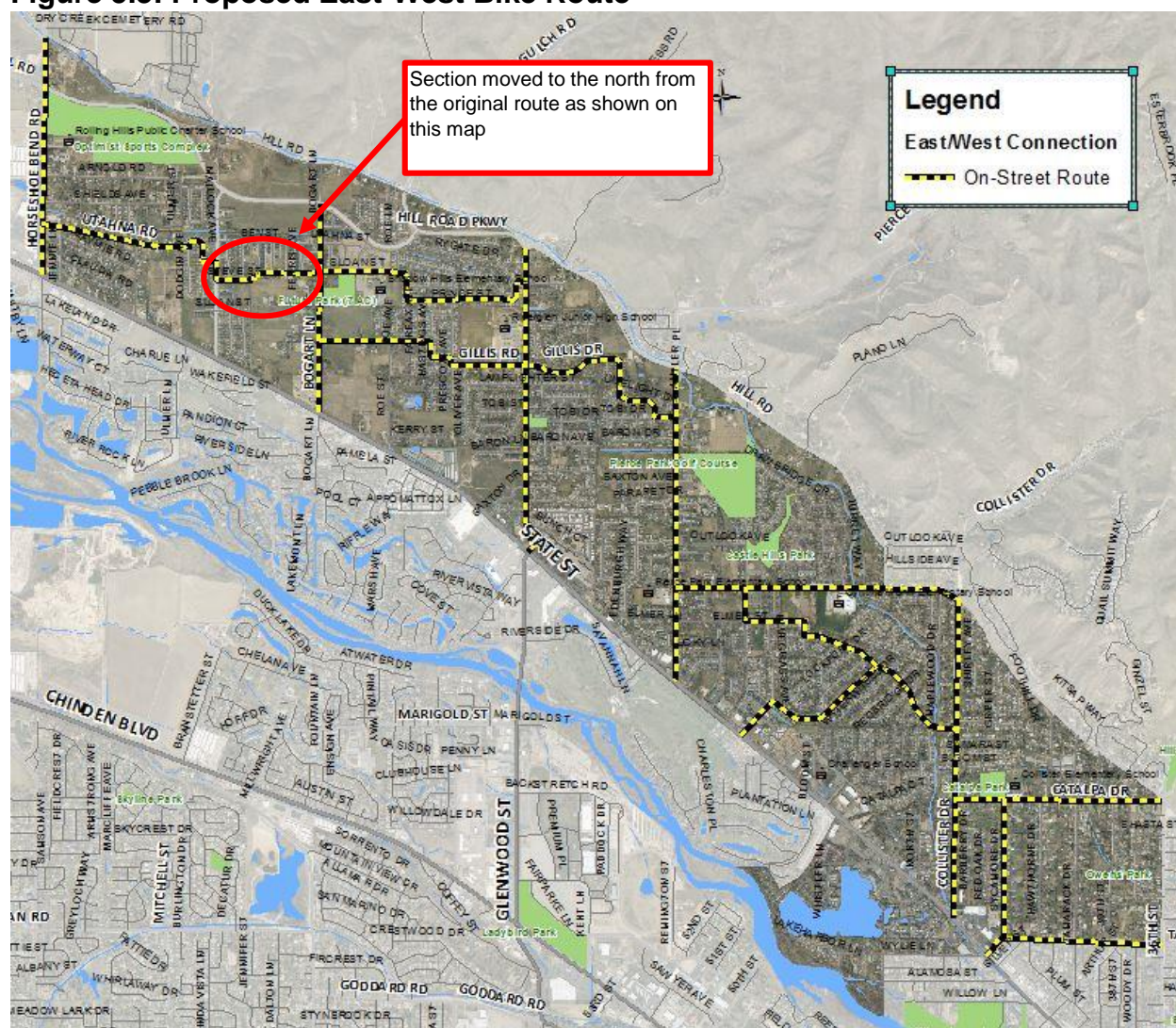
**Sloan St looking East at Goodyear Wy (Crosswalk Needed at School Entrance)**

## East-West Alternative Route Connection

The need for an east-west bike route corridor from Horseshoe Bend Rd to 36<sup>th</sup> Street has been identified in the ACHD Roadways to Bikeways Plan as well as many other plans and received numerous comments during the public comment period. The purpose of a designated bike route is to provide an alternative means for citizens to walk or bike safely in the Northwest Boise area without having to use high volume roads such as Hill Rd or State St. Due to the mix of land uses, such as schools, parks, transit stops, and commercial destinations within the Northwest Boise area, this bike/pedestrian route would need to include a mix of improvements (bikeways, bike lanes, pavement markings, signage, sidewalks, etc.) available for safe travel. Some of these improvements are already in place, some partially exist, some could be implemented short-term and others long-term. The east-west bike route connection would also have adequate north and south connections so bicyclists and pedestrians would not have to travel a great distance to use the facility. Wayfinding signage would be a key improvement in order for this route to be used often and successfully, particularly for those who are either not familiar with the area or do not walk or ride often.

The recommended route mostly follows the route recommended in the ACHD Roadways to Bikeways Plan. The only recommended changes are to keep most of the route on bikeways (on-street routes with wayfinding signs) rather than shared-use paths and to move the route to the north from Duncan Ln and use existing ROW rather than waiting for development to create a route in the field to the east of Duncan Ln. **Figure. 5.3** shows the recommended/proposed east-west route.



**Figure 5.3: Proposed East-West Bike Route**

The route will consist of various levels of bikeway treatments and bike lane improvements, with ample wayfinding signs and pavement markings where appropriate. Both east-west and north-south legs would connect with routes that have existing bike lanes. These bike lanes will also need to include wayfinding signs to guide the user onto the next section of the east-west connection.

## Greenbelt Option

During this planning effort, a few suggestions were made by the public about a greenbelt pathway along the Spoils Banks Canal and the Farmer's Union Canal as an alternative or in addition to providing on-street bike/pedestrian improvements. Both canals flow through the plan area and in many cases have been tiled and covered to create safer crossings. Areas where the canals cross major corridors would need crossing treatments installed. This potential greenbelt concept could be a scenic and convenient amenity to residents in the Northwest Boise area.



## RECOMMENDED PROJECTS

Typically, pathways along canals can be difficult to establish due to irrigation district safety concerns and efforts needed to coordinate appropriate easements from private property owners. If the City of Boise is interested in pursuing the off-system greenbelt pathway option, working closely with the irrigation district would be necessary to evaluate their concerns and explore feasibility.

A map showing a possible greenbelt alignment is included in **Appendix C**.

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## 6. IMPLEMENTATION AND FUNDING

This section includes strategies to assist citizens, ACHD and the City of Boise with project implementation. **Figure 6.1** illustrates the process for project implementation.

**Figure 6.1: Project Implementation Process**



## How Projects Are Prioritized

### PROJECT PRIORITIZATION PROCESS

Recommended projects in the Northwest Boise Walking and Biking Plan inform ACHD and the City of Boise about needed pedestrian and bicycle improvements identified by the public. As shown in the project implementation process flow chart in Fig 6.1, the project prioritization and implementation process will begin after the Northwest Boise Walking and Biking Plan is completed.

The City of Boise, neighborhood associations, homeowner's associations, landowners and the local school district can submit project requests to ACHD through ACHD's annual Community Programs application process. Projects submitted by the City of Boise have a significant impact on the likelihood of funding for a project. This Plan includes the information and tools to help with this process. Upon receiving project requests, ACHD goes through a project scoring process and project selections are made. Since project needs far outweigh available funding, ACHD carefully considers which projects will receive funding. Typically, projects that are located on busy streets, near schools, parks, libraries, or other pedestrian and bicycle attractors are prioritized the highest. The adopted ACHD prioritization criteria and points system can be found in **Appendix D**.

Once projects are approved, funding comes from various sources. One of the main purposes of this Plan is to direct available funding for pedestrian and bicycle projects in the Northwest Boise area.

## How Projects Are Funded

### ACHD COMMUNITY PROGRAMS

The primary funding source for the projects identified in this Plan will be through ACHD's Community Programs which is a dedicated local funding source for pedestrian and bicycle projects across Ada County. Funds for Community Programs projects come from ACHD's capital budget and vehicle registration fees with a total funding level of approximately six million dollars per year.

Projects funded through Community Programs usually do not require matching funds from the neighborhood. ACHD's Community Programs website includes information about the program's objectives as well as the most up-to-date funding application:

<http://www.achdidaho.org/Community/>

### *What Citizens can do:*

- *Ongoing communication:* with the City of Boise transportation planner and ACHD bicycle and pedestrian planners.
- *Get involved:* attend and participate with the ACHD Bicycle Advisory Committee and neighborhood association.
- *Organize and strategize:* continue to present ideas and priorities to the City of Boise and ACHD as a neighborhood.

## *What ACHD, City Of Boise and the School District can do:*

- *Agency collaboration:* with the ITD, Ridge to Rivers, Schools, COMPASS, VRT, Ada County, state and federal land agencies. Develop partnerships and leverage resources whenever possible.
- *Verify:* neighborhood priorities and issues prior to programming projects. Look for ways to improve bicycle and pedestrian facilities in a meaningful way. Coordinate with Northwest neighborhood representatives and local property owners as needed at various project stages.
- *Project implementation and prioritization:* use the information from this plan as an educational tool and guide for project implementation and prioritization. Use this plan to assist with review and requirements of proposed developments for connectivity, treatment options and facility types.

## Other Funding Sources

Beyond ACHD's Community Programs, sidewalks and bicycle facilities can receive funding through federal state, and local grants. Typically these alternate funding sources may not provide 100% funding for a proposed project but the funds can be used to leverage ACHD's Community Programs funds to accelerate a project. Although ACHD's IFYWP is the budgetary tool which helps guide decisions about which projects move into the annual budget for construction, projects are also included in the program because of community input, as well as safety, scheduling and other technical factors.

### **FUNDING SOURCES FOR BICYCLE AND SIDEWALK IMPROVEMENT PROJECTS:**

*Applications for various funding sources can be made to COMPASS, typically due November of each year:*

#### **Federal Highway Administration (FHWA) Funds**

- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)

#### **Federal Transit Administration (FTA) Funds**

- Urbanized Area Formula Program (5307)
- Elderly and Persons with Disabilities (5310)
- Bus and Bus Facilities (5339)

#### **Local Program Funds**

- *Communities in Motion* (CIM) Implementation Grants

COMPASS Project Development Program

Link: <http://www.compassidaho.org/prodserv/cim2040.htm#PLANimplementation>



*Applications for trail and trailhead improvements funding can be made to the Idaho Department of Parks and Recreation, typically due January of each year:*

## **FHWA FUNDS**

- Idaho Department of Parks and Recreation, Recreational Trails Program (RTP)

Link: <https://parksandrecreation.idaho.gov/recreational-trails-program-rtp>

New sidewalks and bicycle facilities can also be constructed in conjunction with other ACHD capital projects such as roadway widening and maintenance overlays. In order to maximize value in community investments, ACHD Community Program funds are generally not used to pay for pedestrian and bicycle improvements that are included with other ACHD projects.

## **Project Programming and Implementation**

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ACHD has realized through experience that sidewalk retrofit projects and bicycle projects requiring road widening can vary widely in cost and that seemingly simple projects may require costly and complex drainage solutions or other design elements based on its location. Each year, ACHD performs a detailed review of potential projects known as scoping. During the scoping process, each potential project receives specific attention and the scoping team (ACHD staff and representatives from the City of Boise) makes recommendations for the type of facility that best fits the situation. The scoping team also develops cost estimates used for programming the prioritized projects into ACHD's IFYWP and budget for that year.

## **PROJECT COORDINATION**

Projects such as new striping (shared lane markings), signage, and some ADA improvements do not require the scoping process described above. It is ACHD's intent to integrate these simpler projects into normal business practices for completion. For example, if a roadway is recommended for shared lane markings in this Plan and ACHD plans on chip-sealing or resurfacing that roadway, the new painting scheme may or could be included in the maintenance project. Additional maintenance and capital project coordination occurs when the City of Boise plans infrastructure projects. The reason projects are not prioritized in this Plan is because it allows ACHD and the City of Boise to evaluate projects holistically and provides flexibility to implement certain projects before/after others by coordinating capital and maintenance projects/schedules. In some areas where no maintenance projects are scheduled in the short term, ACHD will proactively install new bike facilities as funds are available.